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BOSTON, FRIDAY, OCTOBER 7, 1927—VOL. XIX, NO. 265

ATLANTIC EDITION

FIVE CENTS A COPY

CIVIL CONTROL PLAN FAVORED FOR HAWAIIANS

Governor Farrington Says
Territory Is Prosperous—
Good Crops in Sight

CITIZENS INTERESTED IN AMERICAN NEWS

Residents Are Looking For-
ward to Statehood—Industrial
Conditions Are Satisfactory

Special from Monitor Bureau
WASHINGTON, Oct. 7.—Establish-
ment of a Bureau of Territorial Af-
fairs is advocated by Wallace R. Far-
rington, Governor of Hawaii, who
has just arrived in the capital to dis-
cuss territorial matters with the
President. At the same time, Gov-
ernor Farrington urges the super-
iority of a civil administration for
outlying American territories and
insular possessions, rather than mili-
tary control.

Hawaii is enjoying a prosperous
season. Governor Farrington states,
with economic and industrial condi-
tions satisfactory and good crops in
sight of the island's staple commodi-
ties, sugar and pineapples.

Governor Farrington's presence
in Washington during the vacancy of
the Philippine Governorship is re-
garded in some quarters as significant.
His name has been mentioned at
intervals in discussions of a suc-
cessor to Gov. Leonard Wood.

Islanders Are Citizens

It must be remembered that
Hawaii is a territory of the United
States, and that native Hawaiians
are as much American citizens un-
der the law as New Yorkers or Cal-
ifornians," Governor Farrington said.
Even in naming the Governor the
President must pick someone who
for three years has lived in Hawaii.
Personally, I feel that the prosperity
and content that has followed
Hawaii's annexation to the United
States in 1898 is due to the Amer-
ican policy of avoiding a domineer-
ing attitude. The state system, or
the creation of a ruling group, that
so often follows European control
of insular territories, has not been
a part of American administrative
procedure.

"To do advocate the establish-
ment of a territorial bureau in the Amer-
ican Government, preferably in the
Department of the Interior which
now handles affairs for Alaska and
Hawaii. This would centralize ex-
perience and assist in understanding
the wants and needs of outlying ter-
ritories."

Territory Is Thriving

Americans in Hawaii have been
on the mainland from the very out-
set, Governor Farrington points out.
He attributes the tranquillity of the
Territory to its ultimate political
status. He states as a matter of his
preference for a civil rather than
military administration in carrying out
what he considers the essential
American colonial policy.

As he sees it, this is a matter of
working with the people from the
bottom up, instead of from the top
down. Schools reach everyone in
Hawaii. The citizens are proud of
being Americans. They follow Amer-
ican customs in every respect. Base-
ball, for instance, has leaped the
miles of ocean between them and the

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Harvard Gets Publicity
Boston to Hear New Party Man
State Tax Head Blames Civic Ex-
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Territorial Banks Civic Projects
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Styles Curtail Comb Industry
Teaching Fellowships a Success at
Mills
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General
Vast New York Improvement Plan
Emerging From Five-Year Survey

Double-Deck Boulevard Along East River, Transit System Circling Metropolitan Area, New Bridges and
Airports Are Included in Co-ordinating Program

Special from Monitor Bureau

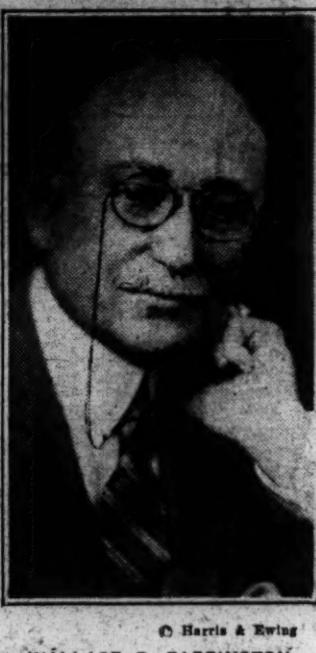
NEW YORK—Erection of a two-
tier boulevard for commercial and
passenger traffic along the East
River, a rapid transit system circling
the outer edge of the metropolitan
area, the building of additional tun-
nels under the Hudson and East
Rivers, construction of more bridges
and the building of landing fields
and airports are all included in an
extensive city planning study being
made here.

After five years of intensive re-
search, the plan will be presented to
the city next summer, according to
announcements of the regional plan
committee of the Russell Sage Foundation,
which is conducting the survey.

The proposed waterfront boule-
vard would run from Twenty-third
Street to Hell Gate and, according
to the plan, would turn what is now
a jumbled area into one of utility
and beauty. The transit system to
circle the metropolitan area would
take in both New Jersey and New
York districts.

According to engineers in close
touch with the study the plan is ex-
pected soon to give to New York the
basis for a program of development
extending throughout the coming
two generations.

Governor of Hawaii



AMERICA PUTS NEW DUTIES ON FRENCH GOODS

Action of United States Is
Routine, and Demanded by
Law—Paris Is Perplexed

*By SISLEY HUDDLESTON
By Cable from Monitor Bureau*
PARIS, Oct. 7.—For 24 hours Paris
has been perplexed. Paris was dis-
turbed at the unexplained American
action, which was represented as de-
liberate tariff reprisals and, there-
fore, a declaration of economic war
at the beginning of negotiations
which should be friendly. Here was
an example of reporting which, in its
effect, was truly mischievous.

France was bluntly informed that
without delay French products would
be subjected to higher impositions.
Yet to those with some knowledge of
proper procedure it was obvious
that the case could not be quite as
stated. From morning until night a
vain search for precise facts was
pursued. French merchants were
telephoning everybody likely to know
the truth.

Calmer View Taken

French politicians asked for an
official statement. Newspaper men
here inquired at the Quai d'Orsay,
at the Chamber of Commerce, at
various government departments and
at the American Embassy only to
find that no word had been received
from the State Department or the
French Ambassador. Guesses were
wildly made, reassuring utterances
were put forward but, nevertheless,
most deplorable impression pre-
vailed. It was not until late that
something leaked out which seemed
to disclose the view that the fight had
begun.

It was plainly affirmed, in both
diplomatic and business circles, that
an announcement of this character
should not have been issued, except
with all the necessary precision and
explanations.

Today there is a calmer view taken
with the news that presidential
powers of retaliation had not been
exercised.

The move is without the endorse-
ment of the State Department, is
largely a matter of routine under
countervailing clauses and touches
only commodities which France does
not export, in any quantity.

Action Is Automatic

It is now said here that it is auto-
matic if a foreign country raises its
duty on American exports, an equiva-
lent duty is imposed on like articles
reaching the United States. Since
the same country does not usually
both import and export the same
goods it is difficult to understand the
purpose. At any rate, it would cer-
tainly have been desirable to accom-
pany the original statement with the
fullest, most explicit representations.

Mr. Malcolm Delevingne approved
of Colonel Woods' scheme, for in his
view it adopted the proposals already
made by the Opium Committee, and in-
fact hardly went far enough to
please him, for the whoppers ought
to be controlled as well as the manu-
facturer.

Herr Anselmino, Germany, also ap-
proved Colonel Woods' plan, sub-
ject to the condition that the central
board, in accordance with the
Geneva convention, should be estab-
lished. Indeed all the speakers laid
stress on the importance in their
views of the central board in any
scheme of state control.

An American spokesman ex-
pressed the opinion that it is point-
less to increase taxes on articles
which France does not deliver in
quantities, but itself receives, and
real reprisals could only come under
Article 317 of the Fordney Act. It is
trusted that this will not be applied.

**Treasury Department Explains
Increased Duties on Imports**

Special from Monitor Bureau

WASHINGTON, Oct. 7.—The Treas-
ury Department explained as a "cu-
tomy and routine matter" its ac-
tion in increasing duties on French
exports of automobiles, bicycles and
their parts, paper board and other
cardboard products, brick, cement,
and certain chemicals. The depart-
ment had no choice but to increase
tariffs on these articles automatically
with the corresponding increase of
French tariffs on the same articles of
American manufacture, under the re-
taliatory provisions of the American
Tariff Act of 1922, Treasury officials
declared.

Stories appearing in certain news-
papers to the effect that the increases
were made on the initiative of a

(Continued on Page 2, Column 1)

Two Join Harvard Business Staff



CALL TO NATION VOICED BY NEW DRY LAW GROUP

Leaders in Varied Lines to
Demand Public Officials
Friendly to Prohibition

ATLANTIC CITY, N. J., Oct. 7
(Special)—A strong campaign
against office-seekers and holders of
office who are opposed or indifferent
to the dry law, has just been de-
clared here by 75 national leaders
in the business and social world, who
demanded a realignment of prohibi-
tion forces under unified command
and a "mobilization of the public
conscience" in support of prohibition.

The action was taken after a two-
day conference to formulate arrange-
ments for actively supporting the dry
law against an anticipated effort by
the wets at repeal or modification.
Sessions were behind closed doors
because, it was announced, it was not
desired to have the "campaign
plans transmitted to the enemy."

It was officially declared, follow-
ing presentation of a national sur-
vey, that there is strong sentiment
throughout the country favoring
prohibition, but that better law en-
forcement and the presentation of
the facts to the youth of the Nation
are vitally essential.

Message to Go Around World

At the conclusion of the meeting
a formal message to the public was
issued by a special committee headed
by the Rev. Dr. Daniel A. Poling of
New York, president of the World
Christian Endeavor Society, presi-
dent of New York's Federation of
Churches, director of the Penney
Foundation and pastor of the Marble
College Church.

The message was headed with the
phrases, "Win the War—A Call to
the Colors," and another committee
was named to carry its recommenda-
tions into effect, copies of the mes-
sage being sent around the world by
special messenger who is to start
within two months.

"The Nation is approaching its
great period of political discussion
and decision," the message stated.
"The crisis in Constitutional govern-
ment demands a national offensive.
Organization must be made adequate
for the occasion. We call for a
realignment of our forces and for a
united command."

Benefit of Law Proved

"Prohibition is not a theory; it is
a fact. The practicability of its en-
forcement where not vitiated by cor-
rupt politics has been proved. That
is a good law has been demon-
strated. By it labor has been en-
riched, business enlarged and the
public's savings vastly increased.
Morally, it is the greatest social ad-
venture in history. Politically, it
challenges a free people to carry out
the only bid I can make is to start
within two months.

Mr. Poling's telegram dis-
patched to Mr. Dumasine follows: "I
understand that you stated at the
meeting of the stockholders yester-
day that you did not intend to
give up your stockholders and refuse
to accept the offer of Mr. Carrington.

Mr. Carrington's telegram dis-
patched to Mr. Dumasine follows: "I
understand that you stated at the
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give up your stockholders and refuse
to accept the offer of Mr. Carrington.

"The only way that I can keep
shareholders advised of my willing-
ness to purchase the assets of the
Amoskeag companies and call their
attention to the real condition of
their property is through the public
press. In a conventional corpora-
tion a list of stockholders is
available so that stockholders can
communicate with each other and
either criticize or command the man-
agement.

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communicate with each other and
either criticize or command the man-
agement.

Party Stand Called For

"The friends of prohibition and law
enforcement demand positive declar-
ations in their platforms. They will
vote to defeat office-seekers who
are either negative or silent. Repre-
sentative leaders of 25,000,000 people
who have been added to the elec-
torate since the Eighteenth Amend-
ment came into force have joined in
the declaration of 3,000,000 organized
young people that 'no candidate
not outspokenly committed to the
Eighteenth Amendment and its en-
forcement can have our support or
vote.'

"We call upon the American people
to repudiate all state and na-
tional party platforms that deal only
in glittering generalities with law
enforcement. We will oppose and
vote against candidates in both par-
ties whose promise is fair and dry,
but whose official performance is
wet."

"The matter is more than a domes-
tic issue. The hope of every other
people awaits the outcome of our
struggle, and the organized world
abroad unites with illicit traffic at
home to destroy our achievement."

"Let propaganda be answered with
(Continued on Page 3, Column 1)

Proposes Peace Project



STATE TAX HEAD BLAMES CITIES FOR HIGH RATES

Says Extravagance Cause
of Unwise Spending—
Favors Inquiry

CONTINUE HEARINGS ON REVENUE MATTERS

Defends Corporate Excess Levy
—Others Make Sugges-
tions for Changes

The hearings resumed this morn-
ing at the State House by the special
commission on revision of the Massa-
chusetts Tax Laws brought forth at
least five recommendations of broad
significance.

Henry F. Long, state commissioner
of corporations and taxation pro-
posed that the present study be fol-
lowed by an investigation, by another
special commission, into the subject
of municipal expenditures, which he
said are the chief factor in making
tax burdensome.

Mr. Long also renewed his pro-
posal made to the last legislature,
that the dividend credit now allowed
to foreign corporations having Massa-
chusetts stockholders, should be ab-
olished, grouping them with a
number of proposals for minor cor-
rections in the tax statutes.

Harold S. Lyon, director of the di-
vision of corporations in Mr. Long's
department, proposed that the pres-
ent corporate excess tax, a tax on the
capital assets used by corporations
in the State, should be abolished, and
the rate of tax on business incomes
be raised to compensate for it.

Would Make Jan. 1 Assessing Date

Martin Lomasney, Representative
from Boston and a member of the
commission, proposed that the assess-
ing date for real estate and personal
property be moved up from April 1
to Jan. 1, so as to coincide with the
income tax dates of the state and fed-
eral governments.

**Oliver Dryer to Explain His
Project in Series of
Lectures**

Oliver Dryer, general secretary of
the International Fellowship of Rec-
onciliation, whose members number
about 25,000 and are located in the
United States, France, Austria,
England and western Eu-
rope, is to deliver a number of lec-
tures on a project for permanent
peace in the Balkans. He has re-
cently made trips through the
Balkan countries to find out more
about bringing together opposing
hostile groups.

His first talk will be at the Twen-
tieth Century Club luncheon to-
morrow on "Imperialism and Reli-
gion." Sunday morning he is sched-
uled for the sermon at the First
Presbyterian Church at Berkeley
Street and Columbus Avenue, his
subject being "What Can the Church
Do for Peace?" Sunday evening he
speaks at the First Baptist Church in
Melrose on "Christianity and
War."

Mr. Dryer is also on the program
in the first union ministers' meeting
for the season of the Greater Boston
Federation of Churches, to be held
on Monday in two sessions at Christ
Church (Old North Church), Boston.

Mr. Dryer's address comes after
luncheon and his topic here is "Pio-
neering for Peace in Europe."

Could See How to Save

"Astounding advances have been
made by cities and towns in expen-
ditures for education, fire and police
protection, roads

STOCK EXCHANGE BEGINS NEW ERA IN WORLD FIELD

New York Lists Opened to Foreign Shares Based on Gold Standard

Special from Monitor Bureau
NEW YORK, Oct. 7—Lists of similar commodities from the United States. In the same way on the durable list, sections give authority to make the United States rate dependent on the duty assessed by the exporting country on similar goods from the United States.

It is further explained that the publication of alterations in schedules in keeping with the foregoing provisions represent no discretionary act on the part of the Treasury. The statement says: "Tariff changes of this character are not uncommon and Treasury decisions publishing these rates, similar to those which are issued many times during the course of the year and attract little newspaper comment" and adds that the procedure is a "more or less routine matter."

NEW YORK PLANS IMPROVEMENTS

(Continued from Page 1)

standing one. The straight line waterfront of the port is 771 miles. Three trips of the Regional Plan Committee of which the one just completed is the second, will be necessary to exhibit the major details of the proposed waterfront improvement.

Every 20 minutes during the daylight hours every day in the year an ocean-going vessel comes into this port and one goes out. A total of 15,000,000 tons of freight moves through the port each year, creating a foreign commerce of a value of about \$18,600,000 a day.

"Millions upon millions of dollars are being expended by the various corporate bodies, the two states—New York and New Jersey—and by private capital," Thomas Adams, general director of plans and surveys for the committee, said. "Our problem is to provide something of a basic rule by which each improvement can most advantageously be made part of an organized development program. The building of a bridge, for example, affects the entire region. It changes avenues of traffic, alternative movement and direction of transit miles away."

"While the specific results which our work, covering the past four years and to continue for another year, may not solve the direct problems of other cities, the theories which we prove and the systems of study which are being developed will be of material significance in the hands of municipalities which wish to follow in this line of work.

Looking Into Future

"Yet it is not to be fancied that when our report is made the work is done. The study could continue indefinitely, but it was advanced sufficiently for practical application. It will not be the work of the next few years, but rather the work of the next few generations to put into effect the things which are now being visualized. The time is, I hope, not so far distant when we will not have to go to Europe to view the great port and city plan developments, but will find an outstanding achievement in New York."

How the work of the Regional Plan Committee is affecting immediate problems is well illustrated in the case of airplane fields. All of the tentative locations are being studied, not only from the standpoint of their availability, but from the question of their relation to current transit and business needs and the coming development. The great difficulty in New York is that no central area is available which is sufficiently large for an airport. A possible method of overcoming this in the establishment of the regional plan is contained in the suggestion of two large airports, on opposite sides of the city.

These airports, like rail terminals, would be equipped with every facility for service and repair of planes, and would be surrounded by ample areas for the development of correlated industry. In order to provide for access to the central portions of the city, smaller landing fields would be established which, similar to railway stations, would provide only for the loading and discharging of passengers, air mail and express.

EVENTS TONIGHT

Concert by advanced students, New England Conservatory of Music, Jordan Hall, 8:15. Meeting of the Northeastern University section of the Boston Society of Civil Engineers, 287 Huntington Avenue, 7. Annual reception to students in the Graduate School of Education at Harvard University, address by President Lowell. Interdenominational conference, Boston City Club, address by Judge William R. Bayes of New York City, dinner, 6. Interdenominational Bible Conference, Park Street Church, ends today, 7:30. Colonial—"Pardon Me," \$15. Superbelle—Princess, \$15. B. K. Keith's—"Mills," \$15. Arlington Theater—The Merchant of Venice, \$15. Art Exhibits—Museum of Fine Arts—Open daily except Monday, 10 to 5; Sundays 1 to 5. Free admission to the gallery Tuesdays and Fridays, 11 to 5. For Art Museum of Harvard at Broadway and Quincy Street, Cambridge. Free each week day from 9 until 5 and Sundays, from 1 until 5. Isabel Stewart Gardner Museum, Boston—Open Tuesdays, Thursdays and Saturdays, 10 to 4; admission 50 cents; Sundays, 1 to 4, free.

EVENTS TOMORROW
Address: "England, Folk Dances" by Mrs. Mary Eddy, Hotel of Kennecott, Eng.; address: "Prospects for Peace Ten Years After," by Oliver Dryer of London, Twentieth Century Club, luncheon, 1.

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MR. MCANDREW QUESTIONED ON MISSING FILES

Matter of Textbooks and Lecture Tours Comes Out at Trial

Special from Monitor Bureau

CHICAGO, Oct. 7—Absence of several filing boxes from the office of the Superintendent of Schools was made the center of inquiry by the attorney for the Chicago Board of Education in its trial of William McAndrew, who was suspended on charges of insubordination.

"I took these things as part of my defense, of course," said Mr. McAndrew before his judges, who are the members of the Board of Education, which voted 6-5 for his suspension last August. The explanation of the school official was made during a cross-examination by the board's attorney, Frank S. Rigler.

The files in question concerned several school controversies which have arisen during Mr. McAndrew's superintendence. They included, according to the board's attorney, papers referring to issues over teachers' councils, over use of a certain textbook in the schools, over the transfer of a teacher and the dismissal of a school examiner.

Most of the questions put by the prosecution were met with Mr. McAndrew's statement, "I decline to answer on advice of counsel." However, in reply to questions as to whether the papers belonged to the Board of Education he stated, "I think one of the papers I took were records of the Board of Education. There was no depreciation. Other copies were left."

Harry Baker, principal of the Mt. Greenwood school and until last week executive assistant to the superintendent, testified that he took files from the office at the request of Mr. McAndrew.

Here J. Lewis Coath, Jr., president of the Board of Education and president of the trial, put in a word. "Do you think you are a fit subject to be in the employ of the schools?" he demanded of Mr. Baker. "Yes," answered the principal as he left the witness stand.

Mr. McAndrew's activities as lecturer and editor of the "Educational Review," a magazine, were subjected to scrutiny during the cross questioning of two stenographers. The counsel for Mr. McAndrew asked to have this part of the testimony stricken from the records as irrelevant to the charges upon which the superintendent was dismissed. His objection was overruled in each case by the president of the school board.

"Mr. McAndrew delivered on the average about six lectures a month," said Miss Sheridan. "His payment was usually \$100 and traveling expenses for lectures given outside Chicago. He was away from his office never less than a day, never more than a week for lectures."

Both stenographers testified that they had been instructed how to answer the telephone when called for Mr. McAndrew during his absence on lectures.

"He's out in the schools," was the reply which Miss Sheridan declared she gave under orders from her supervisor on these occasions.

MAINE CHAMBER ELECTS

PORTLAND, Me., Oct. 7 (AP)—George F. West of this city was elected president of the State Chamber.

Speedwriting THE NATURAL SHORTHAND

CLASSES FORMING NOW!

Day and evening classes now forming. 24 sessions of intensive training give you a thorough mastery of Speedwriting, the Natural Shorthand. Written in ordinary letters of alphabet; easy to learn, rapid, accurate world-wide endorsement; typewriting if desired. Call daily 9 to 5 or write for information. BRIEF ENGLISH SYSTEMS, Inc., Dept. M, 200 Madison Ave., New York City.

Write for Folder

G. N. VINCENT, Boonton, N. J.

Pudding Stone Inn

These fall days are charming here on the hill of the Pudding Stone. A week or week-end in the woods, on the water, or the beach or in the sun beside the waterfall—an exhilarating change from the whirl of the town.

Write for Folder

G. N. VINCENT, Boonton, N. J.

**NEW YORK
Duggy Carolyn**
GOWNS
FROCKS
SPORT WEAR
NEW BRANCH STORE
Opened—Oct. 10th
Albee Court
LARCHMONT
NEW YORK
N. Y. CITY STORE
308 East 20th St.

BOSTON SHOWS IMPORTS GAIN FOR SEPTEMBER

CIVIL CONTROL PLAN FAVERED

(Continued from Page 1)

Value Is Nearly \$7,000,000 Higher Than for Same Month Last Year

mainland and dense crowds now follow the newspapers of the "World's Series" before the newspaper scoreboards in Honolulu and other cities.

Immigration Laws Enforced

Immigration restriction are just as strict about Hawaiian territory as around any other part of the United States. The territory has about 335,000 inhabitants, two-thirds of them American citizens. Racially the Japanese are preponderant with about 130,000 as against 40,000 of the former, now non citizens, and no more Japanese are admitted.

"Hawaii is one of the greatest successes of the American way of dealing with new peoples," Governor Farrington concluded. "The time when we shall eventually become a state is disputed. Expressing my own personal view, I think we could assume the duties and responsibilities at once."

REGISTRATION OPENS FOR CITY ELECTION

One Place Provided in Each of 22 Wards

Beginning today one voting place in each of the 22 wards of Boston will be open from 6 a. m. until 10 p. m., where citizens who have not already registered for the municipal election on Nov. 8 may do so. At the same time the citizens may register to vote by going to the office of the Board of Election Commissioners in the City Hall Annex, which will be open from 9 a. m. until 10 p. m. for the next 10 week days.

Voters not registered before Oct. 19 will not be eligible to vote in the coming election in which 22 members of the City Council and three members of the School Committee are to be elected. That all unregistered voters may be accommodated with the least inconvenience to themselves, the registration places in the various wards will be changed after the first five days and opened in another section of each ward for five days more.

Thus far this year 4714 citizens have registered. On the corrected voting list at the beginning of this year were 208,925, making a total registration at present of 212,738. The largest registration ever recorded in Boston was in 1924, when there were 24,536 registered voters.

Passenger arrivals also increased in September this year when 3904 came to Boston from overseas; 12,100 from Canada and Nova Scotia; 13 from West India ports, a total of 16,017 for the month compared with 15,682 for September of 1926, divided as follows: 3359 from overseas; 12,263 from Canada and Nova Scotia and 41 from West Indies.

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BRITISH NAVY MEN TO BE ENTERTAINED

Officers of the British cruisers Calcutta and Cairo, which are to be in Boston Harbor next week, are to be entertained.

the guests of the Maritime Association of the Boston Chamber of Commerce yesterday. He previously had served one term and part of another, until he resigned, just before going abroad last year. Finally all other officers were re-elected.

Steamship men are showing a keen interest in the luncheon, and bookings already made indicate a large attendance. Frank S. Davis, manager of the Maritime Association, said today that the cruisers would arrive in Boston Harbor Oct. 19 from Canada. After remaining here several days, they will go to New York and possibly to other Atlantic seaports before returning to Bermuda.

WEATHER PREDICTIONS

U. S. Weather Bureau Report

BOSTON and Vicinity: Partly cloudy, probably with showers tonight and Saturday; cooler Saturday; fresh southwest shifting to northwest.

SEASIDE, NEW ENGLAND: Probable showers tonight and Saturday; cooler Saturday.

NORTHERN STATES: Showers tonight and Saturday; warmer Saturday.

WINDS: Northwesterly.

Official Temperatures

(8 a. m. Standard time, 72° meridian)

Montreal 74

Boston 68

Nantucket 64

Buffalo 64

New Orleans 78

Charleston 74

Philadelphia 62

Pittsburgh 70

Denver 58

Portland, Me. 64

Seattle 54

San Francisco 54

Galveston 80

St. Louis 60

Holmes 49

Seattle 46

Jacksonville 74

Kansas City 44

Los Angeles 56

Washington 64

High Tides at Boston

Friday, 8:08 p. m.; Saturday, 8:12 a. m.

Light all vehicles at 5:47 p. m.

MOTOR TARIFF LAW ENFORCED

WASHINGTON (AP)—Orders for more rigid enforcement of the tariff law affecting international tourists' automobiles have been sent out to collectors by the customs service.

The collectors were told the automobiles brought into the country either under the 90-day permit or the six-month bond, should be treated as smuggled goods if they were not taken out of the country before expiration of the time limit.

The law is applicable particularly to the Mexican and Canadian borders.

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NEW YORK CITY

PLANES ON WAY TO WORCESTER

Advance Guard Arriving at Whittall Field for Great Air Pageant

WORCESTER, Mass., Oct. 7 (AP)—

The advance guard of more than 50 airplanes expected to arrive at Whittall Field for the Worcester air pageant tomorrow are due this afternoon from Quantico, Va., when three marine pursuit planes are expected to land, according to a telegram received by James P. Whittall, chairman of the committee of arrangements, from Maj. C. A. Lutz, commanding officer.

Steamship men are showing a keen interest in the luncheon, and bookings already made indicate a large attendance. Frank S. Davis, manager of the Maritime Association, said today that the cruisers would arrive in Boston Harbor Oct. 19 from Canada. After remaining here several days, they will go to New York and possibly to other Atlantic seaports before returning to Bermuda.

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SHANSI TROOPS NOW ATTACKING NORTHERN ARMY

Battle in Progress on Peking-Hankow Railway — Threat to Capital Develops

SHANGHAI, China, Oct. 7 (AP) — The Shansi threat to Peking, capital of Northern China, is developing steadily both from the north and south, say reports received here.

The driving of the Shansi Province troops from the north, whence they originally started their advance upon Peking, has developed into a kind of trench warfare, but the second drive from the southwest has resulted in a severe battle which was still undecided today.

The advices received here state that 40,000 Shansi troops have been conducting a frontal attack upon positions occupied by 60,000 Fengtien, or Northern troops, along the Peking-Hankow Railway near Tingshaw, to which the Northerners retreated after a severe engagement on Saturday.

(Tingshaw is about 35 miles south-west of Paotung whose evacuation has been rumored in advices received in Peking.)

Headquarters Removed

Although the battle was still raging, it was reported here that the headquarters of the Northern troops

REALIGNMENT OF DRY FORCES SOUGHT IN NATIONAL CAMPAIGN

(Continued from Page 1) truth. Release the facts. Let com- placency make way for militancy. Mobilize the public conscience."

Personnel of Committee

Besides Dr. Poling, chairman of the conference committee preparing the message, the committee was composed of Charles H. Strong, Secretary of the New York Bar Association; the Rev. Father J. Curran, Wilkes-Barre, Pa.; Mrs. Henry W. Phipps, New York, chairman of the Women's National Committee for Law Enforcement; Dr. William Hirsh Foulkes, pastor of the First Presbyterian Church, Newark; Dr. John R. Mott, New York, national secretary of the Young Men's Christian Association; Canon Charles K. Gilbert of the Cathedral of St. John the Divine, New York; C. M. Roderer, Belair, O.; Harry N. Holmes, New York, associate secretary of the World Alliance for International Friendship through the Churches; Carlton M. Sherwood, New York, executive secretary of the committee of one thousand, and Fred B. Smith of New York.

To carry out the purposes of the conference throughout the Nation "communicating with all appropriate agencies and groups, and perfecting plans for co-ordination of effort in education and political action," the following committee was named:

Fred B. Smith, chairman; Mrs. Henry W. Phipps, New York; Walter Russell, Hartford, vice-chairman of the Phoenix Mutual Life Insurance Company; Dr. William Bancroft Hill, Pittsfield, of the Free Church Service Board; C. M. Roderer, Belair, O.; Charles H. Strong, New York; William F. Cochran, Baltimore; W. D. Weatherford, Nashville, Tenn.; Young Men's Christian Association official there; Canon Gilbert, the Rev. Dr. S. Parker Cadman, Brooklyn; Dr. Poling, and Mr. Sherwood.

Action by Individuals

The message issued by the conference will be taken around the world by Mr. Smith, demonstrating the attitude of the prohibition forces of America at this time," it was said. Mr. Smith will start from New York within two months. He is chairman of the Citizens' Committee of One Thousand for Law Enforcement and chairman of the American Section of the World Alliance for International Friendship.

It was declared that those who attended the conference here did so as individuals and that its action does not bind any of the organizations they represent.

No permanent organization of the conference was effected, but it was stated that it would probably meet here again within the next few months.

In his report on the findings of a national survey on prohibition conditions, Charles Stetzel of New York said in part:

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the Wear

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had been removed from Paotung to a point further north and consequently nearer Peking.

Reports also have been received that Gen. Feng Yu-hsiang, with whom the Shansi leader Yen Hsi-shan is co-operating, has started a forward movement along the Lung-hai Railway having for his object Kaiteng, in the Province of Honan, now held by the Northerners. A battle between Feng's troops and Northern forces coming from Shansi is imminent.

Although the Shansi troops are in-trenching north of Peking after having captured Suanhwa on Tuesday, a further movement of importance is developing in their rear, reports indicated. A horde of 15,000 Mongolian cavalry was stated to be moving on Kalgan, now in the hands of the Shansi forces, with the object of turning the tide of the warfare in the vicinity of the great wall in favor of Marshal Chang Tso-lin, the Northern dictator.

Gates in Peking Guarded

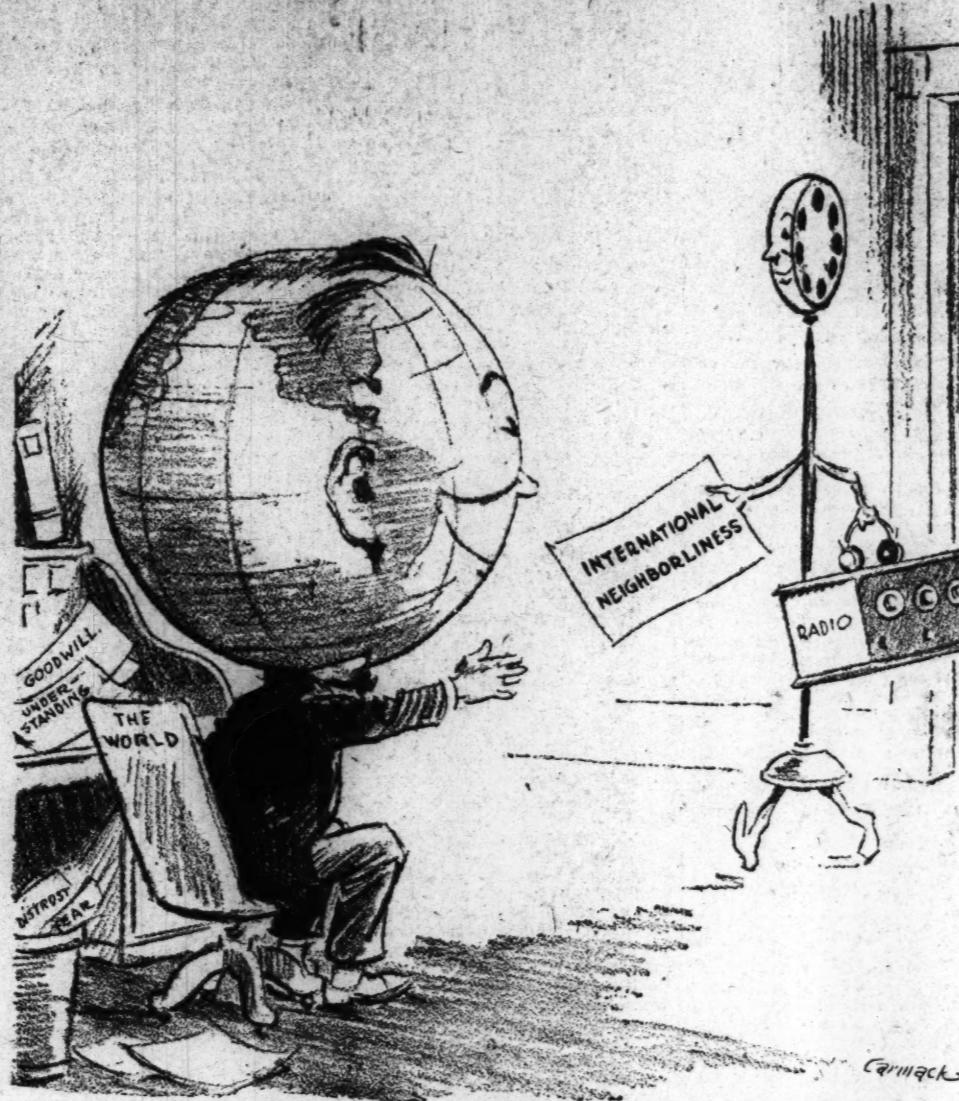
The Mongols are under orders to create a diversion in favor of the Manchurians and they are approaching Kalgan from the direction of Dolon-Nor, which is about 150 miles northeast of Kalgan. Five divisions of Shansi troops have been sent north to intercept the Mongols.

In Kalgan, which the Shansi forces captured Monday, the Nationalist flag, a white sun on blue ground, has been hoisted and the city is covered with Nationalist posters bearing such slogans as "Down with imperialism, down with the militarists, down with Chang Tso-lin."

All the gates in Peking were reported strongly guarded, with the city quiet.

REALIGNMENT OF DRY FORCES SOUGHT IN NATIONAL CAMPAIGN

A Real Contribution



BRITISH LABOR IS IN FAVOR OF PEACE PROTOCOL

Statement by Ramsay MacDonald Regarding Russian Propaganda Is Applauded

By Wireless via Postal Telegraph from Halifax

BLACKPOOL, Oct. 7.—In the course of the comprehensive resolution on foreign policy by the Labor Conference, the failure of the naval conference at Geneva was declared proof of the necessity of agreements for the settlement of possible disputes before attempting disarmament discussions. The attitude of Great Britain and the United States at the conference was attributed to the concern of each government regarding the manner which they

would control the seas against one another in case of war.

The resolution opened with a reaffirmation of the party's support of organized peace as embodied in the Geneva protocol of arbitration, security and disarmament, welcoming the demand for the reconsideration of this document. Special pacts were described as dangerous and involving military alliances, and the opinion of Nations should scrutinize all agreements and refuse registration to any not found in accord with the covenant.

On the question not Russia, Ramsay MacDonald, Opposition leader, denied the assertion by Harry Pollitt that the Soviet Government had tabled serious disarmament proposals, and declared that no real effort to bring Russia into peace relationships with other countries was possible until the relation of the Soviet Government with the Third Internationale were made perfectly

clear. Every move for an understanding was at once met by propaganda from that organization which destroyed the good will of millions who desired to show it.

This declaration drew hot protestations from Communist sympathizers, but the great majority of the conference expressed warm approval. The conference adopted the executive's resolution embodying a proposal to substitute for the capital levy a surtax on unearned incomes over £500 annually.

Tails of Boston Frown on "Freaks"

Will Not Encourage Blue and Plum-Colored Dress Clothes

If Boston men suddenly develop an inclination for having dress clothes made of the plum colored or blue cloths being seen now in Paris about all the members of the Merchant Tailors Exchange can do is to obey orders, saying calmly, "Well, it has been done," and leave the rest to the customer's sartorial conscience. This much was shown last evening at the Engineers' Club when members of the exchange, meeting for the first time this season, listened to the president, Victor J. Van Neste, as he counseled them earnestly of themselves to avoid the freakish. He did point out that plum color and bright blue dress clothes did exist, of course, but he inferred that their taste was relative and that they were not yet firm enough to establish anything to make a hit, but a startling appearance in Boston, for which Boston tailors would not care to assume much responsibility.

With respect to freakish fashions in general for men, Mr. Van Neste spoke particularly of excessive widths and bagginess of trousers, shortness of coats and waistcoats and the like, urging against them. He agreed that in the immediate offing, there probably was emancipation in some form from the rigid conventionalism that has characterized men's clothes in the past. He agreed that Paris was looking with a tolerant eye upon men who chose colored dress clothes. But he avoided forecasting any representative taking up of such a style in the United States, much less in conservative Boston, and adopted instead the manner of a man who knows that while some things may be done somewhere, at some time, geography is a great councilor and usage is happily dependable.

So Boston men, evidently, wishing to assert their individuality by appearing in plum color or blue dress clothes, will have to do so on their own, as far as the Boston Merchant Tailors Exchange is concerned.

Among guests at the meeting were Herbert G. Gardner of Providence, and Charles J. Erickson, respectively vice-president and district chairman of the national association.

Mound Builders of Georgia Identified With Aztecs, Mexico

Speaker at First Free Library Lecture Tells Points of Comparison—W. K. Moorehead of Phillips Academy Discusses Indians

present this is going on in Oklahoma. Of the 113,000 Indians in Oklahoma, only 880 own oil lands.

Rich Indians Exaggerated
Most of the others are living in conditions which warrant our attention as much as those existing in Russia and Mexico. The tales of Indians made rich from oil who have come east in big cars are highly exaggerated, he said.

A feature of the Boston Tercentenary exposition which Mr. Moorehead and others are promoting will be the exhibition of compact old-style Indian village, original Indians from the north of Maine and the St. John country being brought here to take part in the project.

"This will be a truthful presentation of Indian life and not in the nature of a side show, and incidentally there will be nothing to sell," Mr. Moorehead explained.

UNIFORM TRAFFIC RULES ARE SOUGHT

Possibilities of obtaining uniformity in traffic regulation in Massachusetts will occupy the attention of the Commissioners of the State Department of Public Works at a hearing to be held at the State House on Wednesday, Oct. 19, at 2 p. m., according to an announcement made yesterday.

The hearing will be open to all persons who are interested in traffic problems and will be held in pursuance of a resolve of the 1927 Legislature which directed the department to study "the advisability, desirability and necessity of establishing uniform traffic regulations and signs and a permanent traffic board." The commissioners, William F. Williams, Richard K. Hale and Frank E. Lyman, will make their report to the Legislature by Dec. 1.

Cold or frozen desserts flavored with Mapleine are delicious



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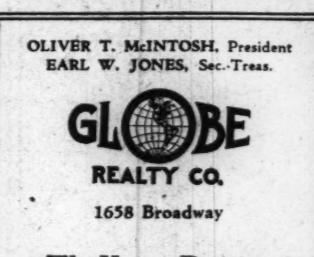
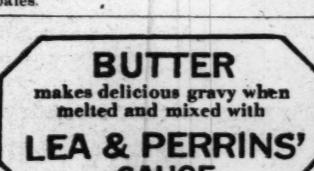
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WOMEN WINNING ADDED LAURELS IN MANY FIELDS

Ability in Home Managing
Paves Way to Success in
Business Lines

Special from Monitor Bureau

NEW YORK—Evidence that women are successfully entering what hitherto have been regarded as masculine fields of achievement is not lacking at the sixth annual Exposition of Women's Arts and Industries but in addition one group of exhibitors offers a telling display of what women can accomplish by commercializing their distinctly feminine knowledge of home pursuits.

Whereas some women have penetrated to all but a few of the various lines of occupation listed by the United States census the lack of traditional background has tended toward keeping the numbers small in many of these classifications. The hindrance which is not encountered by women is the ability fostered by centuries during which housewives have served as a whole industrial plant in themselves, cooking, weaving, candle-making, spinning, canning, doing all the countless tasks required for the upkeep of the home.

Some of the women in this group have sought to make use of their knowledge of housekeeping because of the necessity of earning money, but others have taken up outside employment because modern housekeeping has been lightened to a considerable extent in cities at least and with their children grown and away from home they have wanted employment for idle hands.

Plastic Started Career
It was a picnic which started Mrs. Louise Fenner on the career which has associated southern cooking with her name. Returning to her home in

Nashville after some years in New Orleans she baked a picnic ham Creole style, which was so much appreciated that she began to turn out plantation cooking as a business. Now the big oven in her New York City apartment produces ham and fruit cake which is especially sought by the southern population.

Mrs. Katherine Sunderland happened on her discovery of "Pats" because she wanted to reduce her own hosiery bill and therefore had to protect her stockings from the wear of the counters on her shoes. After trying out various devices without success she turned to felt and gave it a notched or star-shaped design to soften the edge. Now the little pads are sold in department stores throughout the country.

Kitchen Accessory Developed
Mrs. Josephine Herrick was one of the women whose grown children left her with a desire for further occupation. Her interests had been centered in the home for many years, and she naturally turned to a "domestic line," as the result of which she began to make "Poms," long tongs which enable a cook to handle her simmering pots and pans without having grease and steam from the hot dishes come back over her hands and arms. Her inspiration, she says, came from her mother, who always insisted that there are many opportunities to be useful for any woman regardless of the number of her years.

Inheriting a contracting business from her husband, Mrs. Harriet H. Healey ventured into the business world by way of removing dirt from the Edie River tube, in Harlem and in various places under the street cleaning department. Once these contracts had been finished, Mrs. Healey turned her hand to something she likes better, the making of paper and, later, wax flowers. With a chemist, she has devised a heat-resistant wax which is combined with perfume fragrance which remains in her flowers. Although her work goes now to other countries as well as commanding a sale in the United States, Mrs. Healey does it all on her own fireless cooker and with her own hands, copying blossoms from her friends' gardens.

Radio Parley Rules Adopted by Conference Delegates

French to Be Language Used at Washington Parley—Vote Issue in Abeyance

Special from Monitor Bureau
WASHINGTON, Oct. 6—Discarding their gay diplomatic costumes and the band which accompanied their opening meeting, the members of the International Radio Telegraph Conference settled down to the business of adopting the rules of procedure which are to govern their deliberations during the next 1½ months. With a few minor changes the rules as adopted are the same as governed the last radio telegraph parley at London in 1912.

French, according to the rules, is to be the official language used at all sessions of the conference. On the motion of Italy, an article concerning the language to be used was adopted which provides that speeches, proposals, motions, and discussions given in English shall, as a matter of course, be translated into French. The article before amended provided that such translations should be made only on request of a delegation. Translations from French into English will still be made only on request.

A rule which gave the veto power to any single delegation which sought to oppose a convention measure was dropped from the regulations on the proposal of Col. T. F. Purves, chief of the British delegation. His motion was supported by France, Italy and Germany on the grounds that it would seriously interfere with the progress of the conference.

The question as to whether the German delegation is to be allowed the six votes that were allotted to it during the 1912 conference before she was deprived of the colonies was left in abeyance. Germany has already been promised the approval of the international delegations, and it is understood that the American delegation is prepared to introduce a proposal granting "by courtesy" the right to Germany to have six votes at the conference.

Most of the business of the conference hereafter will be done by committees which will submit the results of their work in plenary session. Committee assignments are being made, so that each nation represents

MEXICAN REVOLT SIMMERS, WITH GOMEZ AS CHIEF

**Calles Aide Claims Rebels
in State of Vera Cruz
Are Surrounded**

MEXICO CITY, Oct. 7 (AP)—Maneuvers by the federal commanders to force the rebel troops under Generals Arnulfo Gomez and Hector Almada into battle positions are still going on, according to official advices to the presidential bureau.

The rebels are hidden in and around the slopes of a large hill near Perto, in the State of Vera Cruz, with the federals in the valley on either side. The government troops, in two columns, led by Generals Jesus Aguirre and Gonzalo Escobar, are striving either to surround the rebels effectively or force them into a decisive combat.

With approximately 5000 men, the federals considerably outnumber the rebels, and the Government professes confidence in the outcome.

State Commanders Report
The government military commanders in all the other states of the Republic report tranquil conditions. General Alvarez, President Calles' chief of staff, announced.

The presidential bureau declares that there have been further secessions from the Gomez rebel band. Press dispatches say the Gomez rebels executed General Manuel Cella and two other unnamed officers who attempted to leave them and rejoin the loyal army.

The newspapers also have reports that three more federal officers have been executed in Mexico City, charged with implication in the revolt. They are listed as Gen. Jose Moran, Col. Enrique Barrios Gomez and Gen. Luis G. Hermosillo.

Arrest of Felix F. Palavicini, prominent author and journalist, for investigation on charges of his implication in the revolt, is announced by the presidential bureau.

Varied Versions of Revolt

Heard on American Border

NOGALES, Ariz., Oct. 7 (AP)—New versions of the causes and extent of the revolution in Mexico are current in American border cities with interest centered on the impending engagement in the state of Vera Cruz between loyal troops and rebel forces led by General Arnulfo Gomez.

Advices to the Nogales Herald state that scores of executions by government troops seem to have failed to stop the rebel activities and that fighting is reported in 13 states while bandits are active in others.

The Herald says that factions opposed to the movement to elect former President Alvaro Obregon as a successor to President Calles appeared in the field in the States of Chihuahua, Coahuila, San Luis Potosi and Durango in addition to nine states in which rebels previously were reported active.

Generals Humberto Barros, Mier and Teran were said to have organized

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The Hamilton Sewing Screen
A Sewing Screen both ornamental and practical. Convenient to use. Has holes for spools, hooks for scissors, etc. 16 x 24 inches. 14 inches by 33 inches when closed.
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and Telegraph Company**

POLITICAL TALK STILL POINTS TO PRESIDENT

**Republican Leaders Report
Divided Support on Other
Candidacies**

Special from Monitor Bureau

WASHINGTON, Oct. 7—The 20th Republican National Committee and officers who conferred this week, at his request, with William M. Butler, chairman, came to the capital in the hopes of obtaining an elucidation of the President's "I do not choose to run" statement and some linking as to the President's preference among the presidential candidates. They returned to their states with no more information or the sub-^{text}s than when they left.

Señor Zentella, declared the trouble started Sept. 30 when several opponents of Obregon were kidnapped and taken to the capital of the State of Morelos. He also claimed that Gen. Francisco Sarrano, who recently was executed by several of his supporters, was made prisoner at his hacienda and that he was not leading rebel troops at that time.

The Herald also was advised that Charles Thomas, American in charge of the Esperanza mine at Rose Morada, in the State of Nayarit, is held for ransom by "El Pillaco," notorious bandit.

The presidential bureau declares that there are further secessions from the Gomez rebel band.

Press dispatches say the Gomez rebels executed General Manuel Cella and two other unnamed officers who attempted to leave them and rejoin the loyal army.

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Interesting Features of News Gathered From Many Parts of the World

FRENCH MOTORS CATER TO THE WOMAN DRIVER

Paris Automobile Salon Has 12,000 Exhibitors, With United States in Lead

Special from Monitor Bureau

PARIS—All roads in this city lead today to the Grand Palais for the opening of the twenty-first International Automobile Exposition. On some five acres of stands and carpets are shown the most luxurious and also the most economical cars being manufactured in the world at the present time. The United States has the largest foreign representation among the 12,000-odd exhibitors, followed by Italy, Belgium, and Great Britain.

It has been suggested that the value of the automobiles and automobile parts at the Grand Palais runs close to \$400,000. The exhibition is on a big scale, as one more figure will suffice to show. Last year it was estimated that 2,000,000 persons entered the building during the week. Each year French production and exports are increasing, and more and more families are buying cars. Automobiles are gradually moving from the luxury to the utility class to the Nation's thought, so that it may well be presumed that more than 2,000,000 individuals will become acquainted this week with the latest developments in the automobile industry.

Home Product Has Treble Advantage

While this exhibition is international in character, the main point of interest is obviously in studying what the French manufacturers are doing. Back in 1905, according to French claims, this country was the center of the automobile trade. The United States may properly claim this honor now because of its annual production of 4,000,000 as against the 200,000 of France. But France, nevertheless, refuses to yield place to anyone in fertility of ideas of design and construction. It is in this department that the French excel, as the grace, lightness, and economy factors particularly of the small type of French car, amply demonstrate.

There is little room in the French market for any but the French car, owing to three factors of protection. There is, first of all, a 45 per cent ad valorem duty on incoming automobiles. Secondly, wages here are only one-third of what they are in the United States; and, finally, there are not the transport charges to the French market which the American manufacturer has to meet. Outside of France, however, even in the French protectorate of Morocco, for instance, France is on equal terms with American competition, there being a 10 per cent ad valorem duty for cars from both countries. And, since France exports one-third of its automobile production, it behoves the manufacturers here to combine as far as possible their genius for ideas with American theories of quantity production.

Watch American Methods Closely

Throughout the salon this year are signs innumerable that the French automobile manufacturer has one eye all the time on what America is doing. It is becoming increasingly realized here that France has a special deal to learn from the United States on the score of economy of production methods, simplification of control, and simplification of work. It is appreciated that economy in every branch of manufacture in the United States has been to a considerable extent the oil that has tended to keep the machinery of production running so smoothly and so rapidly in that country. One finds, therefore, in this salon a stronger tendency than hitherto observable to hold down to a successful type of car, and improve it as a result of past experiences, rather than tear off a tangent on an untested, experimental model.

One of the largest automobile manufacturers of France has taken a model adopted three years ago, and simply improved it: better oiling system, improved gasoline filtration, more easily shifting gears, and so on. The model has been popular, and is bound to be even more extensively purchased than if he had offered the public something to which they were accustomed. The French public in any case is conservative, preferring generally such improvements rather than that they must get used again to a radical change.

Profiting from the pages of the American notebook, the French instructor is striving to make his car not for the chauffeur, as used to be the mode, but for the owner-driver, and, what is still more interesting, for the woman driver. Silence of the motor, absence of vibration, a well-suspended car, four-wheel brakes, the closed or all-weather model, and the dozen accessories that make for comfort in driving, are points taken into consideration by most of the French houses.

Nonsplash Bus Wheel

These indicate clearly enough that the owner-driver and woman driver is being thought of. One sees, too, often the cozy four-five passenger model, all-weather hood, sport lines, bag space behind, appearing on French stands. In France there is one car for every 54 persons, in America one for every 45. France has, hence, still a huge market right in its own country, and at its very doors.

The French manufacturer is fighting for more co-operation from his Government. There is a "taxe de luxe" of 12 per cent, as compared with the American federal tax of 5 per cent. This is believed to be a drawback to French production. Then, again, French cars are taxed on horsepower. This means that the French engine designer is working extremely hard to drive every ounce of power out of each horsepower. Roughly speaking, the engine tends to be overpowered, which lessens its economy. The car is now being made for taxation instead of weight of the car. This would make the engine development more normal, while at the same time forcing the manufacturers to take more into account the weight

of their cars. Added weight causes increased gasoline consumption, and less economy.

In a second and possibly third article on the salon, further information about the French cars and accessories will be given, but in passing one novelty of the season must be mentioned. The municipal authorities of Paris have been trying to keep persons on sidewalks free from mud-splashing by cars and the large omnibuses. Many experiments have been made in attempts to cover the wheels so as to catch the splash.

At the salon is shown a wheel with a second adjustable rim on the outside so arranged that the mud, when thrown up, is caught by it. Hours could be spent in this exhibition, so full of interest are not only the different automobile makes, but also the myriad of accessories which form an important part in the completed machines.

TURKEY'S TRADE BALANCE GROWS

Country's Exports Show Big Increase During Past Four Years

Special from Monitor Bureau

LONDON—The remarkable and progressive improvement in Turkey's trade balance is the chief fact brought out by the annual report on the economic conditions in that country, recently published by the Department of Overseas Trade. In 1923 Turkey's exports represented in value only 33.4 per cent of her total trade. In 1924 the proportion had risen to 40.1 per cent, in 1925 to 41.7 per cent, and in 1926 to 46.2 per cent of the total.

The rise in exports is largely attributable to progress in agriculture, due to the abolition of the tax on produce, and to advances made to the farmers. A gradual change is taking place in the mentality of the peasants: the use of agricultural machinery is being appreciated, and were it not for the lack of mechanics, there would be a growing demand for tractors and tractors.

There are in Turkey only 1220 factories, the majority of which are small and unimportant. The present Government is, however, doing everything possible to stimulate the development of industry, and a great many new factories have been opened lately or are in course of construction. In the case of railway and road building lack of funds has very much handicapped progress, but conventions have been signed with a Franco-Belgian group and with a Swedish group for the construction of important sections of the railway systems of the country, totalling about 1600 miles in length.

Foreign traders have had serious complaints to make of the congestion and delay in the port of Constantinople, while at the same time shipping agents and merchants are faced with difficulties with regard to customs legislation.

The decrease in Turkey's imports is chiefly accounted for by no longer being compelled to buy large quantities of wheat and flour from the United States. Her imports from that country during the first half of 1926 were valued at only £T4,089,120, whereas in the first half of 1925 the value was £T13,810,718. In fact, the total value of the cereals imported in the first half of 1926 was only £T3,559,869, as compared with a figure of £T17,334,522 in 1925.

As regards trade conditions generally it is pointed out that the principal consideration in the Turkish market is that of food and not of articles of superiority on the part of any particular make of goods will lead to successful competition if the margin of difference in price is more than 10 per cent. Turkey is essentially a market for cheap goods, owing to the low standard of living of the vast majority of the population.

There is, however, a steadily improving demand for automobiles. There were only about 3200 cars in the country at the beginning of 1926, but during that year the number increased rapidly, and the total number had probably reached 5000 by the middle of 1927.

There are at present about 2500 tractors in Turkey, of which probably 2000 are of American manufacture. The Anatolian peasant is rapidly waking up to the value of modern agricultural machinery, but is very much handicapped by lack of funds.

The Agricultural Bank has done something to help him by hiring out harvesting machinery and mechanics to the farmers, but the system has not yet been developed to any wide extent.

HINDU-MOSLEM PARLEY ASKED BY NOTED HINDU

BOMBAY (Special Correspondence)

In order to discuss the communal problem, which has reduced the country to a deplorable state of affairs, and to evolve a basis of settlement, a representative conference of leading Hindus and Moslems of all parties is expected soon in Bombay. Despite repeated dis-

agreements, the two communities have

been unable to agree on a

settlement.

THE CHRISTIAN SCIENCE MONITOR, BOSTON, FRIDAY, OCTOBER 7, 1927

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TERCENTENARY BOARD FAVORS CIVIC PROJECTS

Lasting Improvements Are Urged in Program of the Bay Colony Celebration

Every city and town in New England is asked today to take part in an adequate and fitting commemoration in 1930 of the 300th anniversary of the founding of the Bay Colony by the erection of some much-needed public or semipublic improvement in an appeal by the committee on civic improvements of the Massachusetts Bay Celebration Committee.

With a view to encourage widespread co-operation in the observance of New England's tercentenary, the committee, composed of William J. McDonald, chairman; Edward T. Hartman, Charles Sumner Bird Jr., William P. Greenlaw, and Harry E. Hobson, has just sent to all the municipalities a letter explaining that such public or semipublic improvements may be the erection of the city or town hall, a public library, community building or civic center. Even the making of highways as memorials of the celebration or the building of bridges, recreation grounds or other developments of general benefit are explained as entirely appropriate.

Boston Studies Auditoriums

Especially timely is such a letter to Mayor Nichols of Boston, who is now visiting several middle western cities examining their municipal auditoriums or their plans for such, in preparation for carrying out his announced plan to have erected in Boston in time for the celebration such a structure, to cost some \$5,000,000, and which would also serve as a World War memorial.

Explaining the committee's plane for establishing of civic improvements of a permanent nature as an important feature of the tercentenary, the letter says:

"How many people in other parts of the country realize the enormous strides which New England has taken during the past 300 years since the founding of Massachusetts Bay Colony, the anniversary of which we are to celebrate in 1930? With a population of approximately 8,000,000, distributed over an area of 61,755 square miles (2 per cent of the total area of the United States), with a total wealth of over \$25,000,000,000, and showing greater production per capita, greater resources, and more genuine prosperity than any other section of the United States, New England may well be called the opportunity corner of America."

New England's Advantages

"The tercentenary year of 1930 seems a fitting time to focus the eyes of the world upon this section of the country—to reveal its artistic, spiritual and cultural growth as well as the great achievements which have been made along commercial, industrial and educational lines; in other words, to let people view New England in its true light, avoiding any suggestion of a world's fair. Let them see our 20,000 industries, with an annual production valued at more than \$8,000,000,000; 1,300,000 homes occupied by owners; approximately 5000 churches; 785 miles of railroad lines; 1049 banks, with resources totaling \$6,000,000,000 and containing 40 per cent of the total savings in this country; 500 gas and electric companies, having a total capitalization of \$250,000,000; 10,400 schools and 54 colleges, with an attendance of more than 2,575,000; and our 15,000 miles of state highway, 1228 miles of coastline, 656 lakes and 355 rivers. In addition to the above, we have the greatest summer and winter resorts in the world."

"A group of prominent citizens, known as the Massachusetts Bay Celebration Committee, formed last December and now incorporated with State charter, has drawn up and issued in the form of bulletins a general plan of civic, business and cultural development. The committee believes that the celebration should be entirely decentralized, each community and special interest carrying out plans in a manner befitting their needs, resources and inclinations. Whatever is beneficial to each town will benefit, directly or indirectly, the entire Commonwealth and all of New England. This committee was organized to co-operate with every local civic activity under this general plan without calling on any community for contributions from public funds."

"Already a number of cities, realizing the great benefit to be derived from carrying out this state-wide and section-wide tercentenary program, have expressed much interest and promise to support the proposed plan. It is our intention to co-operate fully with the New England Council in all respects."

HARVARD FRESHMEN HAVE NEW LIBRARY

A new library for Harvard freshmen has just been added to the group of freshman buildings along the Charles River, it is announced by W. C. Lane '21, librarian of Harvard College, to replace the special freshman library, which was inaugurated last year in the hall and common room of McKinlock Hall. It is now located in a small double house at 43 Holyoke Street, which has just been purchased by the University, and completely renovated for the purpose. The new building is opposite the Freshman Exercise Building and bears a central relation to the four freshman dormitories, which should make it of greater convenience.

The group of freshman buildings is almost a complete unit. They now comprise the four dormitories, each equipped with its own dining hall and common room; the exercise building and the library. Directly across the river, connected by the Anderson Bridge and the new John W. Weeks Bridge are the athletic grounds, and the new freshman football fields, just completed on the filled land behind the business school.

New Series of Harvard Plates Follow Best Wedgwood Tradition

Famous Artisan Portrayed in Pottery the Milestones in Literary and Political Development of Eighteenth Century England and America

The new series of Harvard College dinner plates, based on those which originated in an idea of Josiah Wedgwood, emphasizes for a second time in the twentieth century the individual interest the great porcelain maker of eighteenth century England took in literary and political events in New England and American national life when he selected, for inclusion among his Old English plates, scenes of incidents which are milestones in the American chronicle. When the editors of the Boston Budget issued a special edition in 1903 they selected three of the Wedgwood historical plates for its cover. Eventually there came to be 63 designs, representing a considerable and varied field of fact, in the series, which was begun shortly after 1759, when Wedgwood established his own porcelain works.

Upon the literary side the series included the Blenheim and the later Cambridge home of Longfellow, "Elmwood," home of James Russell Lowell, Emerson's home in Concord, Wayside Inn at Sudbury and Whitier's birthplace. Scenes directly associated with the Revolutionary War were included in the series, as well as such Boston landmarks as the Old Feather Store, the Old Sun Tavern, King's Chapel, the Old Boston Theater, "The House of Seven Gables" at Salem, the Old North Church and the Lamb Tavern were included, as well as views reaching back to the landing at Plymouth of the Mayflower Pilgrims.

Made View of Capital

Concord and Lexington, and Bunker Hill have their share, and the final evolution of the national Government is represented by a view of the Capitol at Washington and, for intermediate step, Independence Hall at Philadelphia. To be sure Wedgwood was gone before many of the plates were designed, but it is interesting to note that he had begun a series destined to grow in interest and breadth of subject. And the Boston Budget, which was published weekly during the latter nineteen and into the twentieth century as "an illustrated journal for the home," selected "Emerson's Concord Home," "Bunker Hill Monument" and one of the Harvard Col-

GOV. FULLER IS A GUEST AT BROCKTON FAIR

Five States Represented in Party Which Came Over the Road From Boston

BROCKTON, Mass., Oct. 7 (Special)—Gov. Alvan T. Fuller was the guest of the Brockton Agricultural Society at the Brockton Fair today on the occasion of Governors' Day. Governors of all the New England states were invited, but many sent personal representatives.

Governor Fuller was accompanied by Frank B. Allen, Lieutenant Governor; S. Hollister Jackson, Lieutenant Governor of Vermont; Norman S. Case, Lieutenant Governor of Rhode Island; Hobart Pillsbury, Secretary of State of New Hampshire; Brigadier-General James W. Hanson, Adjutant-General of Maine, and high state officials, military and naval officers.

The Governor's party was met at the State House in Boston by the fair reception committee, of which Walter Rapp is chairman. The entire party came to Brockton over the road in automobiles, headed by the state constabulary. Upon their arrival dinner was served at the Commercial Club.

Workmen Perpetuated Idea

It is not certain how many of the historical scenes, nor how many of the original Harvard plates, Wedgwood himself actually designed and brought out. But he definitely pressed his workmen with the value of the idea to insure their carrying it on after his passing in 1795. Wedgwood had published a variety of pamphlets on his art and his catalogues had been translated into many European languages. For generations thereafter his fine porcelain would be cherished, first for its own beauty and, gradually, for its rarity and increasing worth to the acquisitive connoisseur. And it is pleasant to remember that, though Harvard College was located within a stone's throw of the very scenes of some activities which brought England and America into strife against each other, Wedgwood was sufficiently liberal to remember first that the college had been founded in 1636, had been named for a countryman, John Harvard, and that, irrespective of differences of political opinion, it was therefore proper that its significance to the world be perpetuated by some such pleasant means as his characteristic art.

HARVARD LEGAL AID ORGANIZES

ROTARY URGED TO HELP BOYS

Honor Students Elected to Society Meet to Elect

Conclave of the Thirtieth District Attended by Over 500 Delegates

Newly elected members of the Harvard Legal Aid Society, which includes honor students of the second and third year classes of the Harvard Law School, met this afternoon for the first time to elect officers and to commence their work as free attorneys and legal advisers for needy litigants of Greater Boston.

The society maintains offices at Central Square, Cambridge, during afternoons and evenings from 4 to 9. Members of the society, who are selected by the faculty on the basis of scholarship, are assigned to the office and other places for specified hours each month. Clients who come to the office in search of gratuitous advice are entitled to the services of the organization without charge upon showing that their economic situation is such that they cannot well hire an attorney. A recent decision of the Massachusetts courts established the validity of the organization by permitting its student members to appear in a courtroom on the same basis as licensed attorneys. In one of the cases tried by a student, the opposing counsel raised the objection that the trial could not proceed because the plaintiff was not represented by a duly authorized attorney, but the court overruled the objection.

All states, with the exception of Indiana, require a bar examination as a prerequisite to admission to the bar, good character and standing in the community being the only requisite there. But despite this the Massachusetts courts have recognized the student advisers in the courtroom to shift burdens to others.

"We should look for the good in each boy and speak the word that will stir that good into action and character development. We should teach the boy to see the great and good things amid the commonplace and sordid. I heard a man say today, 'We should protect the scenery of these hills from the unsightly road signs that deface it.' That is a worthy end, but meanwhile we should not let the ugly things prevent us from seeing the beautiful and noble things in the picture."

The luncheon today was in charge of the Waterbury club, with President Louis A. Walsh presiding. Tonight the dinner will be managed by the Bridgewater club, Albert E. Lavery, past district governor, presiding, and an address will be given by Frank L. Mulholland of Toledo, O.

Boston Stage Notes

For the second half of his week Shakespearean repertory at the Arlington Theater, Frith Leiber is presenting "The Merchant of Venice." Mr. Leiber's Shylock is a vigorous characterization, in line with his scheme of presenting the poet's plays with swiftness and clarity. Irby Marshall proved a brawny and sonorous Portia and Allen Louis, Robert Strauss as young Gobbo, Louis Leon Hall as the Prince of Morocco and Virginia Bronson as Nerissa, shown in a generally competent cast. Next Monday night, "Macbeth"; Tuesday and Wednesday nights and Wednesday afternoon, "Romeo and Juliet"; last half of the week, "Julius Caesar."

On the evening of Oct. 20 the Yale Puppeteers are to give a performance at the Elysium Club, Boston, under auspices of the Community Institute.

WILL DISCUSS NEW BILLS

State departments and private organizations concerned with social legislation will have an opportunity to present their legislative programs for the year at a series of luncheons to be given weekly by the Massachusetts Civic League at the Twentieth Century Club beginning next Monday. Later various bills will be more fully discussed and their progress in the Legislature reported.

Boston's Historical Sites Visited by Presidents of Women's Clubs

Delegates Entertained by Mrs. Storrow and Mrs. Cushman—Mrs. Hobbs of London Compares Clubs in America and England—Conference Ends

Sight-seeing trips occupied today for the delegates from large women's clubs of the country to the conference of club presidents, called by the Women's City Club of Boston. Starting from the clubhouse at 40 Beacon Street at 10 a. m., the guests were taken for a motor trip through old Boston, visiting the Old North Church, Paul Revere's house, and Copp's Hill, then went on to the Wayside Inn, where they had luncheon.

On the return trip they were entertained by Mrs. James J. Storrow, first president of the club, at her home in Lincoln. They will be guests at dinner this evening of Mrs. Robert Cushman in her home at 98 Mt. Vernon Street. This closes the four-day conference.

Sharing Clubs With Men

Speaking at the club dinner for the delegates last evening, Mrs. Roland G. Hopkins said that the time was coming when the Women's City Club of Boston, at least, would be a club shared by men as well as women. If club life is not to vanish it must be shared by men and women alike, she said.

Mrs. May Elliot Hobbs of London, spoke extemporaneously and said that while women's clubs in London were conducted along rather different lines of activities than women's clubs in the United States, she believed the guests would be interested in what Lady Astor had done for a men's club in London.

"That is," she said, "the House of Commons has been claimed to be the best men's club in London. When Lady Astor was first elected to the House, some of the men said, 'Oh phaw, that has spoiled everything!'"

Lady Astor's coming to the House has helped very much in many ways," she has helped the kitchen. The House of Commons has a habit of staying in session oftenest most of the night and the members must eat.

Club Manners Improved

"There is a Scottish woman who always calls for hot porridge along about 3 o'clock in the morning. After Lady Astor came he always could get it hot, and well cooked. Also it is not necessary to get very excellent drinks at the House which previously it never had possible to obtain. Some of the members protested that Lady Astor's invasion had brought drawing-room manners into the House. One thing which the men felt rather annoyed at their high dignity is Lady Astor's cordial and breezy manner of approaching a member in the lobby and instead of a ceremony she takes him unconventionally by the arm, saying, 'Come along, I want to introduce you to so and so.'

"One of the things which has very much endeared her to members of the House is her great kindness. She is particularly considerate to the employees in the kitchen. Late

one night when Lady Astor with

one of her other friends had been served a supper, she gathered up her bouquet of roses and when one asked 'Are you going to take them home with you?' she replied, 'No, indeed, I am going to give them to that woman boxed up in the little cage in the corner there, who takes our money.'

"I myself consider it rather an excellent thing that Lady Astor, an American woman, has been the one to set this 'men's club' somewhat in order."

The dinner marked the last of the formal occasions connected with the three days of conferences held as guest of the City Club.

HARVARD CLUB CHOOSING PLAYS

Edward Massey Will Coach Dramatic Productions of the Year

For its twentieth season the Harvard Dramatic Club is now choosing the plays to be presented and it has been unanimously decided to have Edward Massey, Harvard '16, coach all the productions given during the

year. Mr. Massey has been associated ever since his graduation with various dramatic interests in Boston and Brookline and for several seasons produced the plays given during the summer at the Playhouse on the Moors, East Gloucester.

Mr. Massey, whose home is in Cambridge, is now in New York producing "The Belt" for the New Playwrights' Theater, and he will return to Cambridge Nov. 1 to begin picking men for the annual fall production of the Harvard organization. No play has yet been selected. Several are being considered. Among them "The Fountain" and "Lazarus Laughs," both by Eugene O'Neill; Philip Barry's "White Wings," "Hoboken Blues," by Michael Gold; a new play, unnamed as yet, by John Dos Passos, Harvard '16, who wrote "The Moon is a Gong," produced at Harvard by Mr. Massey two seasons ago with extraordinary success.

"Playing Gods," by J. N. Berkman, first year law student at Harvard, is also being considered.

Mr. Massey possesses unusual dramatic talent himself and has appeared in several of the Harvard productions since his graduation, taking with him an ambitious task in "The Orange Comedy" last year.

The dinner marked the last of the formal occasions connected with the three days of conferences held as guest of the City Club.

GOVERNOR GETS CLASSIFIED LIST OF EMPLOYEES

Immediate Pay Increases of \$700,000 Are Urged by Commission

A proposed classification of Massachusetts State employees and their salaries under which increases in pay amounting to more than \$700,000 would be made immediately and additional increases of \$1,500,000 eventually, was submitted to the Governor and executive council today by the Commission on Arbitration and Finance as a culmination of the study ordered by the Legislature of 1926.

The classification, following the report of Griffenhausen and associates which was submitted to the last Legislature, assigns the 13,000 permanent employees of the state to places in 755 grades. The classification includes lists and definitions of the salary classes and rules and regulations, all of which the commission recommends that the Executive Council should approve.

Budget Provides Funds

Funds to cover the major part of the salary advances which would go into effect this year are provided in the 1927 budget, the commission reports, and it expects the balance will be provided in 1928.

"Higher salary levels will result in savings through the retention of the better individuals who enter the service," the report holds. "The provision of improved opportunities for promotion will also provide increased incentive for meritorious work. Savings will also be accomplished through gradual consolidation of positions. It is expected that these causes will make it possible to reduce materially the ultimate cost."

If the new classification is approved by the council, any increases continued in the salary levels will be retroactive to June 1 of the present year.

It was pointed out that the commission on administration and finance has not the power to increase employees' salary. The commission's only power is to approve, disallow or reduce the individual salary increase which is recommended, in the first instance, by the department head.

It is understood that the council hopes to start hearings on the new classification next week.

SHIPPER TO STUDY IN SOUTH AMERICA

Business conditions in South America, commercial and industrial, are to be studied by Capt. Eugene O'Donnell, vice-president and general manager of C. H. Sperry & Son of Boston, operators of the American Republics Line. He will leave New York tomorrow on the steamer American Legion. Capt. O'Donnell is to confer with representatives of the American Republics Lines at Rio de Janeiro, Santos, Montevideo, Buenos Aires and Rosario to the end that the volume of ocean commerce between these ports and Boston be increased if possible. Regular steamship service is maintained by this line from the Argentine and Brazil to Boston, New York and other north Atlantic ports. Operating management of this service was transferred to the Boston firm by the United States Shipping Board some time ago and since then the volume of business handled has shown a steady growth.

Massachusetts Leading States in Entries for Vocal Contest

Three Hundred Compete in Local Auditions for Atwater Kent Honors—Searching for Talent to Obtain Better Production Over the Air

Massachusetts ranks the highest among the states in the number of aspirants for honors in the vocal contest being conducted by the Atwater Kent Foundation, which offers competition the largest prizes ever offered to vocal students, states Mrs. William Arms Fisher, state chairman of the contest for Massachusetts.

More than 300 entries have been filed in the eight local auditions which this week concludes the preliminary trials held in Worcester, Springfield, Pittsfield, Fall River, New Bedford, Lynn, and Boston. The quota for Boston's preliminary contest next Sunday numbers 102 students between the ages of 18 and 25 years, residing in 40 towns of Greater Boston and Massachusetts Bay section.

At 2 p. m., next Sunday, in Jordan Hall, there will gather 55 young women vocalists, and at the Repertory Theater Recital Hall 37 young men who will sing. Judges will render the verdict for but one young woman and one young man to enter the state contest over the air at Station WEEL, Oct. 15, at 7 p. m., where they will join the 14 winners of the other local state-auditions. Lowell and Lawrence will stage their contests simultaneously with the Boston group next Sunday, singing in Recital Hall of the New England Conservatory of Music.

Members of State Committee

The state committee for Massachusetts is composed of Mrs. Alvan T. Fuller, honorary chairman, Boston; Mrs. William

Observer Finds Boston Airport an Active Place on Any Day

From Dawn to Dusk Planes Soar and Land, Performing Duties for Commerce, Government, Pleasure Seekers and Industry in General

Expansion of Boston's Airport is receiving much attention. The Special Commission on Aviation of the State House have heard discussions of its needs. Recommendations have been made that the present 1,130,000-foot area can be enlarged to 4,000,000 square feet through filling in; that the moving back of the hangars would give more space; that the runways should be lengthened, and that the port be lighted for night flying. The New England Aviation Conference held under the auspices of the N. E. Council, considered its needs. To present a word picture of the airport, a representative of The Christian Science Monitor writes the following story of a day spent there.

A lone sea gull, his gray and brown markings barely visible in the dusky light, sailed down on outspread graceful wings to a perfect landing in the middle of a huddled and dimly marked runway. He claimed the territory to his own by right of eminent parking domain. A child gray and misty emptiness, such as Liddburgh must have known, hung over the wide and silent spaces of the Boston Airport. A silver and orange glow above the broad water of colubank in the east heralded the stith hidden sun.

Soon the lone gull was joined by a brother and then by his brother's brother, and finally came one, perhaps a cousin, who caught the true feeling of the spot; for unlike his comrades who sat placidly in groups, he was inclined to test the wings of the morning. He rose in a series of graceful loops, glided down to gather speed, swooped up again, turned completely around on the space of a dime, folded his wings and dropped straight down, opening them with a snap to his descent before he made his wide banking turn to land with the lightness of one of his own feathers in the midst of his brothers. No man-made bird ever achieved this heritage of grace.

Another Day Begins

Suddenly the sun, vanquishing its cloud band adversary, rose up into a day of gold and blue, sparkled on the water of the harbor, illuminated the dew-sprinkled, mossy slopes of the World War Memorial Park across the river into a green and luscious lawn, painted a rosy and tawny sky, "Ias" that raged up on two sides behind the huge field of the airport, and dispelled the mists from the port itself.

The four broad, squat and round-roofed hangars showed clear and distinct, two of them topped by the long balloon-silk cones that caught in the wind, giving muted landing and take-off in formation to the film fully 400 feet wide and nearly four times that long, glistened a little with remaining dew. The other runway, going north and south, sprung out at right angles from the hangars, lost itself in the green of the distance. Both the lines of parallel furrows made for the guidance of men in the air. The single large hangar of the Boston Airport Corporation stood off by itself, from the four hangars of the army and the National Guard and carried more of an accomplishment of smaller buildings around it.

And almost simultaneously with the breaking of the day, the door of one of the four hangars was opened slowly by a yellow dungareed army mechanic. The port was awake. The start of a day that was to swiftly accelerate in life and action was begun.

The operation manager and chief pilot of the Boston Airport Corporation, G. F. Billings, was the first to arrive, followed by Edward O'Keefe, vice-president and general manager, and Major George H. Nichols, in command of the 11th army mechanics.

Soon after, with Lieut. Herbert E. Cole, next in command, Capt. Clarence L. Shanks has been assigned from the regular army to construct and take charge of the National Guard detail stationed at the port. The Colonial Air Transport Corporation, which rents hangars space from the Boston Airport Corporation, and which carries the mail and express, is represented at the field by Henry Wallace.

Other of the 11 army mechanics appeared, climbed into an army truck and rumbled East Boston-ward for breakfast. And as the rumble died away there came an rumble roar from overhead. A little navy seaplane swooped low over the hangars, roared again, and headed back toward Squantum.

Within a few minutes three figures appeared and rolled back the enormous doors of the airport hangar, disclosing a giant web of planes within. Working swiftly and surely the three extricated a blue machine, sporting a whirlwind motor, and with the words "Winner of the Reliability Tour, 1926" painted in neat letters on its side.

The plane was gassed and inspected, the engine cranked and started, the propeller barely turning over, and was left to idle for five minutes before it was speeded up and rolled out to one of the cement blocks set into the cinders of the runway.

Here, with an even increasing roar the motor was throttled up until the propeller became a mere blur in the sunlight and the noise became deafening. The canvas cockpit protecting the plane from the dirt and gravel that would otherwise have been thrown up by the tremendous rush of wind.

Waiting for the Mail

Finally goggles and flying coats were donned, all three figures hopped in the blocks and the plane taxied down the long, cinder runway before turning, speeding up, and then rising into the wind and sailing gracefully over the port, bound for Concord, N. H., one of the mechanics later said, flown by one of the regular pilots and carrying a mechanic and a student. All this before 8 o'clock.

The departure seemed to signalize a further awakening of the port. A Ford mail truck, emblazoned with an "Air Mail" sign, rolled up before the little house holding the offices of the Boston Airport Corporation, to be

followed soon after by an American Railway Express truck, labeled "Air Express," the symbol of a recently initiated service.

Other automobiles rolled in. A small but genial crowd lounged about in the bright morning sunlight on the steps of the wooden office building. Conversation ran to pilots and engines and stunts and ocean and cross country flights as naturally as water flows. The weather eyes of the genial loungers were cocked toward the south, over the sky line of the city, for the speck that would materialize into the air mail plane from New York.

"By telegram says 'Arrive 8:15,'" announced the custodian of the mail. "And mine says 8:20," cut in the guardian of the express.

There was a mild flurry among the occupants of the porch. But the speck turned into a navy plane. Again a distant hum caused an unadventurous excitement, but the noise proved to emanate from a Waco plane from the Dennison Airport at Squantum across the harbor that drifted into a landing, rose again, circled the field, and repeated the performance, and then again and again.

"Breaking in a student," said someone laconically, and it passed that.

Nine o'clock came, but no mail plane. The airport awakened to further life. Automobiles began to drift in more regularly. The doors of the other National Guard and army hangars were rolled open. Office doors were opened and windows raised. The sight of officers' uniforms and the ever-present yellow dungarees became more frequent.

Singly and in pairs the curious and interested appeared, many of whom would later in the day become "joy hoppers." Minutes passed, 9:15 came, 9:20 passed, but still no sign of the air mail plane.

Finally the speck appeared, grew larger, turned into a plane, which circled the field, slid gradually to a stop scarcely 10 feet from the porch. The pilot alighted as casually as though stepping from a street car or automobile.

"Head winds all the way," was his only comment on the struggle that had delayed him an hour beyond his scheduled time.

Business of the Day

The mail pouch and express packages were taken from the steel chamber in the body of the plane and delivered to the waiting carriers, who jumped into their already running machines and were soon tearing toward the city in an effort to regain some minutes of the hour the mail had been delayed. A mechanic began his ministrations over the still throbbing motor of the airplane.

The airport by this time seemed busily active. Army planes were being brought out, a mechanic on each wing and one lifting; the tall skid, which is used to the cockpit blocks for there, "tunng up." There was a shout and hum or roar in the air. Mechanics and pilots hurried hither and thither like bees, and the little red and yellow wagons were kept busy moving one machine to the other. The crowd of curious had increased.

Afternoon wore on, evening came, one machine after another was rolled once more into its hangar. But still one more event remained, for after the sky was swept practically clean of its plane burdens the "Air Mail" was once more wheeled out and its engine tuned up.

The pilot stood prepared to take his seat. The little United States mail truck and its cousin express truck appeared almost simultaneously, sped along the runway and upward. The air was selected from at least one of its engines by some students, some "joy hoppers," some pilots going or coming from distant points.

A smiling individual in dungarees was about among the crowd of carriers.

"How about a ticket for a flight, friend?" he queried of this or that passing stranger. "Oh, come now, nothing to be scared of. Why, it's as safe here as it is here," he continued, stamping his foot on the ground for the better education of the prospective neophyte.

And many an owner of a wind-torn head later testified to the validity of the points in his selling campaign with a, "Gee, but it was great," or an "I'd like to try it again, wouldn't you, Joe?"

Soon time—and the little portable building labeled "Airport Lunch" became the focal point of interest. A picturesque group—soldiers, pilots, passengers, students, mechanics—adventurers of the sky in their work clothes, filled the stools before the



How the Boston Airport Looks From the Cockpit of a Tiny Plane Many Thousands of Feet in the Air. The Port is the Crude T-Shaped Mass of Black in the Center, Its Rectangular Hangars Showing on the Left. The Light Portions Are the Mud Flats of East Boston, With an Arm of the Harbor Showing at the Right. At the Top, Beyond the Maze of Houses of East Boston, Lies the Chelsea River, Joining the Mystic River at the Extreme Left.

Hair Styles Curtail Industry in Celluloid Combs and Pins

New England Manufacturers Shift Into Novelties While Waiting for Mode to Change—Massachusetts Supplies Most of Country

FOR 113 days the New England Council is releasing abstracts of reports of an industrial survey of New England, conducted in co-operation with the United States Department of Commerce, in order that the Council may have a proper basis of fact upon which to act in the behalf of New England business. Each article concerns a different industry.

Afternoon proved busier even than the morning—more students—more "joy hoppers"—more planes in the air. But suddenly into this atmosphere of comparatively peaceful business there came a sharper and growing hum that turned rapidly to roar. All eyes turned upward.

A plane was approaching, coming groundward on a steep slant, gathering terrific speed in its descent, its engine opened wide. Closer and closer it came straight down almost.

The unlimited bid their breath.

Within a few feet of the ground its nose turned upward with startling suddenness. It zoomed skyward.

Straight up—500 feet, 1000 feet—it swept before straightening into a horizontal position. The pilot had accomplished a "true Immelman," a gigantic unfinished loop. The uninitiated breathed again.

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Clarendon Streets, one-third of which is owned by the State and is the present site of the museum of the Boston Society of Natural History, and two-thirds of which is owned by the Massachusetts Institute of Technology. Representatives of both interests have announced their willingness to part with the land for this proposed purpose.

When originally advocated by Mr. Aldrich the project was to partake of the aspects of a war memorial, and the autoriposte was to be modeled after the Sorbonne in Paris, in which many of the patriotic celebrations are held. The plans call for a series of libraries, exhibition club and meeting rooms opening off the central auditorium, which could be used by patriotic and kindred organizations.

Edward Wigglesworth of Boston was elected chairman of the conference for two years. Chairman William L. Bryan, director of the Park Museum of Providence, R. I., spoke on the relation of science and historical museums to the public and to other organizations.

The lowest production month is July, the busy showed, and the highest is October or January. Several concerns have developed novelties to fill in employment in slack periods, but apparently without much help to production. Organization and executive control and standardization of products have led in the improvements effected.

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MEXICO MOVES TO HELP LABOR BY ARBITRATION

Workmen to Be Elected by Popular Vote to Seats on Federal Board

Special from Monitor Bureau
NEW YORK—A nation-wide arbitration organization, operating under government control for the handling of labor disputes, has just been established in Mexico by formal decree of President Calles, according to official advices received here.

The presidential decree, issued under constitutional authority, establishes a federal board of conciliation and arbitration, and regional boards of conciliation, directly supervised by the Department of Industry, Commerce and Labor.

The move is declared to be significant in Mexican labor arbitration, because of the increasing strength of the laborers and their position as one of the dominating party groups in the conduct of the nation's affairs.

Worker Members to Be Elected

The outstanding feature of the machinery to be established under executive order is that the workmen of the country will be represented upon the federal board by delegates elected through a popular convention system.

The board itself is to be composed of one representative of labor and one representative of the employers for each division of industry, according to the classification to be made by the Department of Industry, Commerce and Labor. The head of the labor bureau of the department becomes the ex-officio head of the board.

In the naming of the representatives, workmen's unions, syndicates or societies, and employers' associations each appoint a delegate to attend the session at which the members of the board are named. The number of votes which each delegate represents depends upon the number of workmen in the labor organization, or in the case of the employer, the number of men upon his payroll. Provision also is made for non-unionized workmen and open shop employers to be represented in cases where the majority of the men in each instance are not included in any of the recognized labor societies.

New Board Elected Each Year

Under provisions of the executive decree, a new board will be elected every year, although this does not necessarily demand a change in the personnel. A session of the federal board is specifically called for each December.

The scope of the federal board will extend through the federal territory and will include jurisdiction over conflicts arising in industries operating under federal contract. Matters of negotiation between employers and employees and between different groups of employers where labor is directly concerned which have been pending before the Division of Labor of the Federal Department will be placed before the newly established arbitration board. All judgments which have not yet been carried out in these cases may be acted upon by the arbitration board at the request of either party to the disagreement.

The establishment of the regional boards, which are constituted in a manner similar to that of the central body but consisting of only three members, is placed in the hands of the Department of Industry, Commerce and Labor. The work of the regional groups is limited to conciliation, and failure to reach an agreement through this method requires submission of the case to the conciliation group. A second failure to reach an agreement automatically results in the use of the powers of arbitration by the constitutional provisions, and measures for enforcement are provided in the executive decree.

Devote Whole Time to Jobs

Provision is made that all of the members of both federal and regional boards can receive no remuneration from their employers during the period of their active service. A schedule of governmental remuneration has been worked out, so that the members of the conciliatory or arbitration groups virtually become government employees during their deliberations.

Three requirements, which must be met by all Mexican citizens of legal age, who may be selected to serve on any of the boards, are of import. They must know how to read and write; they must not be members of the clergy or ministers of any creed, and they must be free from any personal interest in any cause on which they are called to act.

Provisions to make the decree immediately effective are contained in the order, and official Government notice is to be served upon both the employers and workmen, requiring them to make their selection of delegates. Further provision for appointment by the Federal Government of representatives to fill any position where the laborers or employers have not provided an accredited representative, is intended to insure the completion of an operating organization before the end of the current year.

PRICES OF GASOLINE CUT IN THREE STATES

NEW YORK (AP)—Gasoline prices have started in three states, Louisiana, Ohio and Michigan, reporting decreases of from 2 to 5 cents a gallon. The largest cut was made in New Orleans, where the price dropped from 13 1/2 to 13 1/4 cents a gallon in two weeks.

Expected reductions in crude oil prices are reported from the Texas field, in part due to the price war between the Panhandle and West Texas fields.

PITTSBURGH REPORTS FEWER DELINQUENTS

PITTSBURGH, Pa. (Special)—Twenty-two principal recommendations for the improvement of the juvenile court of Allegheny County are made by the National Probation

Association in its report of a long study of the institution by Francis H. Hiller, field secretary, and Mrs. Margaret B. Smith, assistant secretary.

The investigators report that there were fewer delinquent children before the court in 1926 than in 1914, notwithstanding that the population of the county increased from 1,118,463 in 1910 to 1,185,803 in 1920. The detention home for so-called juvenile delinquents is praised in the report because of the absence of locks and bars.



VIII—A Houseboat Colony and a Hyacinth Trail

This is the eighth of a series of articles which will appear every Friday, in which Mr. Speakman will tell of a 2500-mile voyage from the headwaters of the Mississippi to the Gulf in 120 feet of water, which he and Mrs. Speakman experienced. The first 500 miles were made by canoe, the remainder by houseboat. Mr. Speakman is the author of "Beyond Shanghai," "Hilltops in Galilee," and other works, including "Here's Ireland," parts of which were published first in THE CHRISTIAN SCIENCE MONITOR under the title, "A Literary Donkey Cart."

BY HAROLD SPEAKMAN

VICKSBURG has what is probably the largest houseboat colony on the river. The boats lie for a mile or more along the narrow Yazoo, tied against the abrupt side of the levee. At the water rises the houseboat people drive their stakes higher and higher up the bank, until in flood water they find themselves looking over the railroad track upon the lower ends of the streets which run abruptly up a steep hill beyond.

Shantyboats, of all kinds and sizes, line the levee, these ranging from tiny boats like the Atom to 80-foot houses with many rooms. We tied in the lee of a floating shipyard. On one side of us rose a large three-room boat with a woman and children aboard. On the other, a diminutive home for two was occupied by a recently married pair, themselves not much older than children. A large trunk stood self-consciously on the back deck. The trousseau, we thought. But on the following morning, which was Sunday, the young husband wandering opulently in slippers over his estate, raised the lid, and out came the inquiring nose of a small black pig.

"Fine mawkin," said the young man to me.

"Very fine."

He reached down and lifted up the pig, who exploded into a rare cacophony of groans and squeals.

"What you doin', Robert?" called a pleasant looking woman from the larger boat beyond.

"Ah, 'turnin' mad hawg loose, Miss Bee." He dropped the pig among the cans and bedspreads and logs on the side of the levee. A sturdy, tough-looking riverman with a friendly scowl and a seamed face, came out on the deck of the larger boat beside the woman and greeted me.

"I noticed you anchorin' last night... Come on over." The houseboat was clean and spacious, with two little children and a dog playing on the hardwood floor.

"You have a fine house. Do you belong on the river?"

"Yes, I've been off it five or six times, but I get somewhere where I can see it, and I'm again. Just you and your missus, I'll be right over." Bring her over."

So I brought her over, and they took us into their houseboat and made us at home with generous and hearty simplicity, lavishing on us oranges and cake and candy for the day. Our host was an expert ship-builder; he worked on the floating ship-yard, and traveled with it up and down the river. He knew the lower rivers like a book.

In Among the Water Hyacinths

Going on with our journey, 20 miles south of Baton Rouge, we left the great river for a time, turning into the network of small bayous that connect with the Mississippi by means of a lock at the town of Plaquemine. We were in a new world, and it was just at our elbow. Roads edged with bungalows, each having a wooden cistern under the eaves, carried on down the bayou. Small lumber mills were having their morning ration of cypress logs from rafts chained end on end along the canal. Green fan palms grew in clusters along the banks. Under the live oaks and cypresses hung that beautiful bearded mistletoe called Spanish moss. In the water, green bulle were nothting in irregular masses. They were water hyacinths. In a day or three months they would spread over the bayous, making them difficult of navigation for marine propellers and utterly impossible for cumbersome craft like the Atom.

Now we were finished with the town. Bayou Plaquemine had turned southward into the Black River. We swept passed the gray huts and net-cluttered yards of a few fishermen, noting that, no matter how shabby a man's house might be, his boat was painted, polished, and apparently in most excellent repair. Then the forest closed in on each side, a semi-darkness of palms, vines and moss-girdled trees, with water from the high river chuking in the rank undergrowth.

Huge woodpeckers, like African priests, in black robes and feathered headdresses, tapped a solemn mumbumbumbum on the limbs of trees. The full sweet water below, quickly moving foliage on each side, gave proof of our progress. About the ozone-laden air was fragrant. Here, the Atom was no longer an insect lost on the immensity of the great river. Though grimy somber, the walls of the forest were in scale with the houseboat.

We moored for the night in a narrow aisle of water beside the black trunks of cypresses, being careful,

however, not to rest on the shoots or "knees" of the young trees that rose up like a cluster of sharp volcanic islands out of the water around the central trunk. At one side spread a thick field of hyacinths, their aerated bulbs appearing as solid as a meadow, but their silken roots, we knew, suspended in deep water.

The moon came up between the bearded trees. Bubbles rising about us on the water made dark momentary circles, which rose and spread into concentric rings of light. Hoot-owls, each in his own territory, shrilled out their weird, low notes.

Bayou Adventures

When the motor started at daybreak, small sections broke loose from the hyacinth mainland and floated off down stream to find new waters to conquer. We followed and passed them.

On the bayou below was the Pelican Fish Company—a houseboat and fish market moored to the bank.

"Alligator hides, furs, frogs, fish, turtles," it announced on its gunwale.

A bright orange-colored barrel stood on the front deck with a 300-pound man in a pea-green sweater leaning on it. "Hey! Hey!" he called to his companion inside the cabin. They looked at the Atom and burst into delighted laughter. No doubt they

shuddered, climbed out of the water on a submerged pile, and hung there, quaking with the bows and parts of the bottom in the air. We quaked, too! Had our second-hand planks cracked? Planting the pike pole on the lake bottom, I mounted the sloping deck. Fortunately, under a foot or two of silt, the bottom was solid. The pole held. By bracing myself against the boat's end, while my companion hung out over the back deck for leverage, I was able at last to push the boat off the piling.

We went on toward the bridge. Its broad band of iron girders was very near the water. It rested on squat, stone piers, which stood solidly before us. The Atom could not pass under it without having the chimney forcibly removed. We skirted across to the Berwick side, where one of the spans was a turntable. The mate blew a whistle which we had acquired for just such a pass, but the turntable did not move. Workmen who seemed to be making repairs on it stood still and looked at us. Plainly, it did not open.

Ten miles farther on came the first village since Plaquemine. Here the bayou was obviously the village street, lined with one-story houses and shaded by great shrouded trees. They cast their broken shadows over the bayou, at the sides of which the brightly painted John-boats flashed out with carnival colors in the intermittent patches of sunlight. Two rowboats were approaching with loads of dried moss. The oarlocks were somewhat raised, above the gunwales, and the rowers stood up facing forward, as they do on the canals in France. When I stopped at the general store of the village for the usual gasoline, two youths came and out came their inquiries in French.

"Climbing a Pile

As we progressed, the channel opened into a wide lake, across the center of which a curving line of piles pointed the way toward Morgan City. Without these a newcomer must inevitably have been lost among the islands that surround the town. The shores approached within a half mile of each other, Morgan City being on one side and Berwick on the other. They were joined by a long, low bridge.

We turned to the left and sought a landing place above Morgan City in a little bay between some anchored fishing boats. I had just signaled the mate to cut the motor to half speed, when the Atom, with a profound

There was a splintering crash. One end of the shed's boarding bent inward, cracking under the strain; but instead of breaking off, the heavy cypress boards sprang back into place. The four-ton houseboat bounded away, slid around a pile, and made off with the utmost cleverness into the open water. We looked ourselves over for damages. The mate, the Atom and we were intact. Somewhere in the stress of the moment, the mate had lost a slipper.

The Fall Coat

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Work of Paris, sponsored by the French, and to that end making lavish use of fur on Fall Coats.

Gross Strauss Co., conforming to this approved mode, is offering Fashion-right Coats with rich fur trimmings, in a range of prices from

\$58.00 to \$395.00.

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WORCESTER, MASS.

Tommy's first customer was his little friend, Fluffy, who lived across

The trust is thereby scattered by the corporation through several hundred diverse companies, in which the trust as a whole has investments. The theory is that which underlies all insurance: that out of a considerable number of different investments, if made with care, only a very small number will result in loss.

The trust is a kind of financial insurance device, the chief aim of which is to secure relatively high yields for the investor with a minimum of risk. To accomplish this end, it pools the resources of numerous individuals, and puts the management of the whole in the hands of a group of experts. This is particularly needed, it is felt, in foreign investments. The ordinary American investor knows very little of European securities, it is pointed out.

Mr. Forni estimates that many billions of dollars are now held by these newcomers in the field of international finance. Their growth is considered to mean that a safe bridge has at last been found between the vast store of American capital and the equally large demand for capital in Europe and elsewhere.

The investment trust was mainly of British origin. It is designed to give the investor of moderate means the same chance of enjoying the security of diversified investment that the wealthier man or corporation gets through large capital and skilled superintendence.

Until recently the comparatively undeveloped southern and western parts of the United States absorbed most of American capital. American investments abroad amounted to only about \$2,000,000,000 by 1914, according to Department of Commerce reports, and the United States was a debtor country.

The Liberty Loan campaigns accustomed millions of Americans to purchase bonds for the first time. By 1923 American investments abroad equaled about \$8,000,000,000 and these have vastly increased. The investment trust has been introduced into America largely since then.

The investment trust is a corporation which uses its capital for investment in a large number and variety of enterprises, but without seeking to control them. The share of \$100, which the poor man may

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priced at \$2.00 to the larger gift

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Smart Apparel

for

Women and Misses

Now being displayed for

Fall and Winter

—

What's In The Air Today

Aerial Forest Patrol Finds 245 Fires in Three Months—100,000 Acres of Cotton "Dusted"—Air Mapping Aids Traffic

By GEORGE L. MOORE

No. 3 of a Series of Articles on the Present Status of Commercial Aeronautics

IT IS true that the airplane is not an end in itself. It is a means of service: a new utility with a vast potentiality which may best be glimpsed by reviewing certain uses which already have proved its worth to society. Transportation is obviously the primary utility aspect. It is unnecessary to conjecture as to types of airplanes which may be developed in the years ahead, although such development of course will be closely linked with the scope of use. Society now has available for its service machines which can do known types of work, and some of this work unquestionably has potential value which is just beginning to be appreciated.

Broadly, the field of utility is definable, first, by the fact that flying machines furnish the vantage of a position above the earth; second, by the fact that they attain speeds of from 100 miles per hour to well over 200 miles per hour.

When the airplane became an instrument of warfare, its chief service was first analyzed as being a possible replacement of cavalry for reconnaissance and scout work. The use of airplanes for actual combat service, in one sense, was a second

The scouting and observing were a wartime use of the airplane which comes within the first broad utility classification. By the mere fact of taking to the air, men were given an advantage. They not only could "see from way up" but could move about while seeing.

A number of peace-time uses of the airplane illustrate the way in which this mobile, up-in-the-air point of vantage allows of certain work being done which never before has been possible.

Crop Dusting

Any amateur gardener knows how futile are his efforts to combat the steady encroachments of insect life on vegetation by means of earth-bound mechanisms such as hand-sprays, hoses and the like. Aviation makes it possible to carry the war against insects into the air.

Crop dusting, as it is called, is one of the most valuable non-transportation uses of the airplane. The United States Department of Agriculture pioneered this method of control which means, roughly, being able to attack preexisting insects on a vast scale, leaving whole acres of crops of such extensive acreage and in so short a time that no land machine could even approximate the efficiency possible through the airplane.

Instituted originally as experimentation, crop dusting has become established practice. Its results have been measurable, and demonstrate that, in this one form of utility alone, the airplane brings a service of inestimable value to our complex society, one of the greatest problems of which is the protection of its sources of food supply and of such non-food crops as cotton.

The boll weevil and the cotton leaf caterpillar were among the first victims of crop dusting. During 1924, the Bureau of Entomology of the Department of Agriculture carried out satisfactory experiments to control the cotton boll, and the uses of crop dusting are being continually extended. Control of the sugar cane borer, of tomato and other truck and vine crop pests, of the small weevil and similar insects is being determined by the use of the airplane.

An entomologist reported concerning spraying from the air of alfalfa fields in Utah that "This is the most nearly complete extermination of weevil larvae that I ever have been able to obtain by any method." The dusting or spraying from the airplane also has been tried with success in mosquito control. An indication of the extension of this phase of aviation usefulness may be glimpsed from the following figures on cotton dusting alone: In 1921, only elementary work was done; in 1922, 2,000 acres were treated; in 1923, 7,000 acres; in 1924, about 20,000 acres; in 1925, 50,000, and in 1926, through the use of the Huff-Daland "Puffer" special cotton-dusting airplane, 100,000 acres were "dusted."

Forest Patrol

Forest patrols also have found a new and valuable tool in the airplane. Both the Government and the large timber interests of the United States and Canada have made profitable use of the sweeping, eagle-like vision afforded by aviation. The Government Forest Service made 425 flights last year, with an aggregate flying time of 1,002 hours. Illustrative of the extent and value of the airplane in forest fire patrol work is the fact that from June to September, 1926, 245 new fires were discovered by airplane observers who ranged over 3,500,000 square miles.

One of the most interesting and significant uses of the airplane, in this roughly delimited field of "vantage point utility," is found in its alliance with the camera. Most people are already familiar with the aerial photograph; but its widespread engineering usefulness is not so well known.

Photographs "shot" vertically from an airplane are assembled, through special techniques in maps, so perfectly and true to detail that it is claimed even old dwellers of Manhattan can pick out his particular cliff on the giant aerial map of New York City. The practical applications of aerial survey are widespread. Hydraulic companies are having their watersheds mapped. The large light and power companies have had their transmission line areas "shot in the vertical."

Congested areas are mapped for a study of traffic problems. City planning boards find aerial mapping an invaluable tool, for on the air map a water hydrant is just that; a tree is a tree; a house is a house, and it is not necessary to have keys, legends and explanations as in the case of engineering blueprints. A man who cannot read a blueprint gets a quick, sure picture from the air map. A city or town derives great benefit from an aerial map. The school department is helped in locating new buildings.

The highway and street department can see at a glance the traffic bottlenecks; can study the necessity of widening arterials; can determine car-parking areas. The board of assessors can show, in convincing yet accurate picture form, factors of improvement which have increased

for air travel or transport over the steam train or the automobile. Such value is being delivered, as a matter of daily and hourly experience, as will be demonstrated in a further article.

In producing its commodity of speed, the airplane creates for solution one of its crucial problems, engine wear-and-tear. Before it can take off from the earth, it must reach a speed of approximately 50 miles an hour. When it is recalled that this is the average speed per mile per hour for the longest long-distance travel, and that it is also a fast pace for a motorcar to maintain on long drives, the terrible strains and frictions carried by airplane engines can be visualized.

The train and the automobile are capable of going faster, but no railroad would consider running its engines at maximum speed, because maintenance costs and fuel consumption would take a definite upward trend. To keep flying and then to cruise, however, the airplane must advance the 50-mile-an-hour take-off to 75 and 100 miles an hour. Average cruising speeds range in the neighborhood of 100 to 125 miles per hour.

The engine, or power plant, is thus of vital importance to the development of commercial aviation and for practical transportation purposes within certain limitations, the problems centering in the power plant are being solved. The crux of the transport phase of commercial aviation in the current, and important, planning stage, is a more general, public use of what air transport has to offer. Commercial aviation today needs less speculation as to what it might become and more investment, as regards use, in what it actually is.

More Airports Needed

One of the needs of commercial aviation, which has been given widespread emphasis in published articles on the subject, is more airports. There is evidence of a gradual awakening in the United States to this need and provisions are multiplying for meeting it. The Department of Commerce's directory of permanent airports and intermediate landing fields lists 864 such fields.

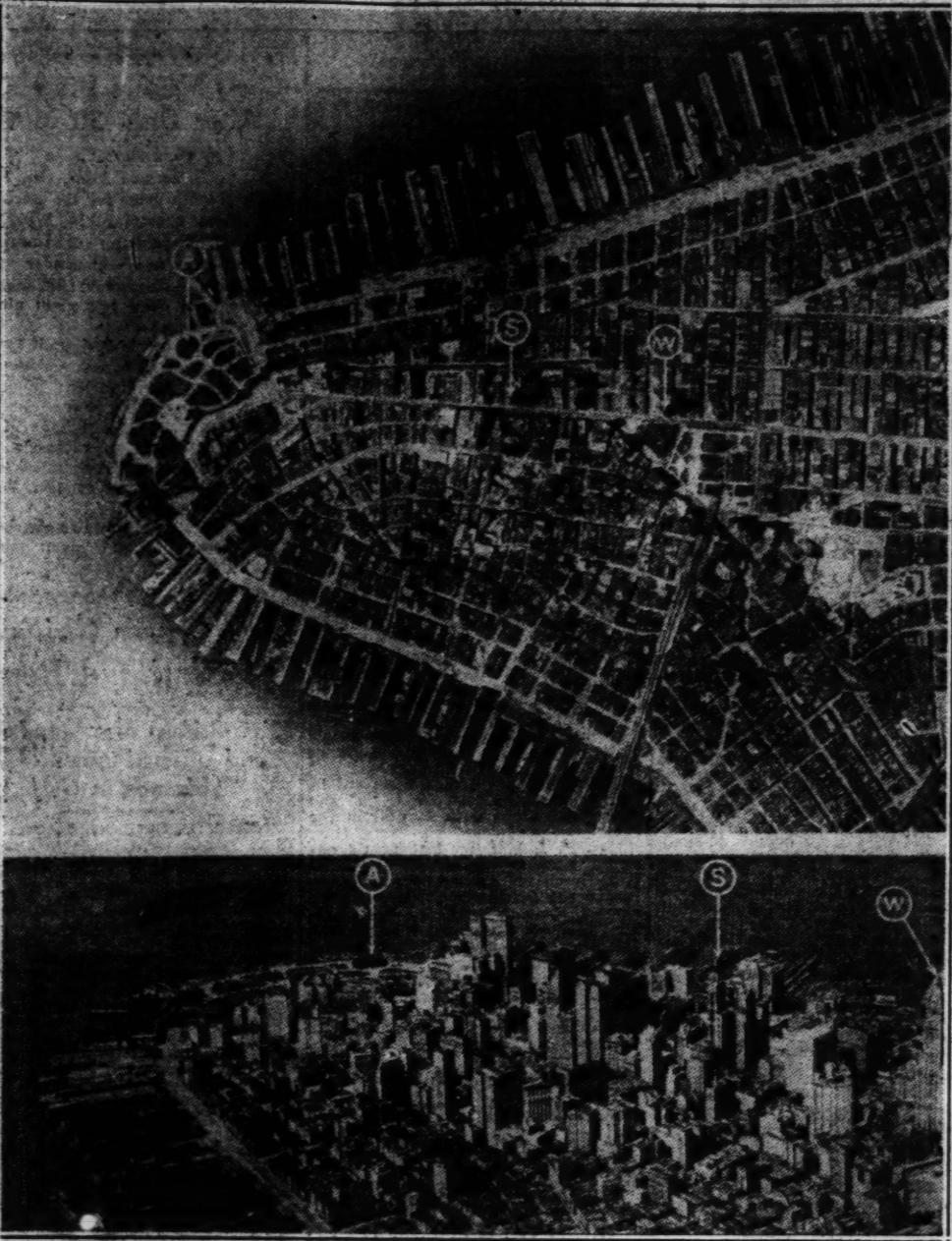
Latest reports indicate that upward of 200 more cities and towns are considering the matter. Plans also have been announced for air landing areas on the roofs of new post office buildings, to be erected in Boston, Chicago and other cities. An adequate landing field measures about 2500 feet square. Because of the size of the area required most of them so far have been established on the outskirts of cities and towns, necessitating travel by automobile to both carrier and user.

The reason for large fields is that the airplane travels, with far greater safety than is generally comprehended, at speeds in excess of any other means of transportation that the widest ramification of aviation utility is found. Carrying people and things from place to place in shorter time than boats, trains, or automobiles, is the service by which, ultimately, the airplane will become a great industry and an utility of such usefulness as to yield mutual profit to both carrier and user.

"The only thing we have to sell is speed," declares the head of one of the large air transport companies.

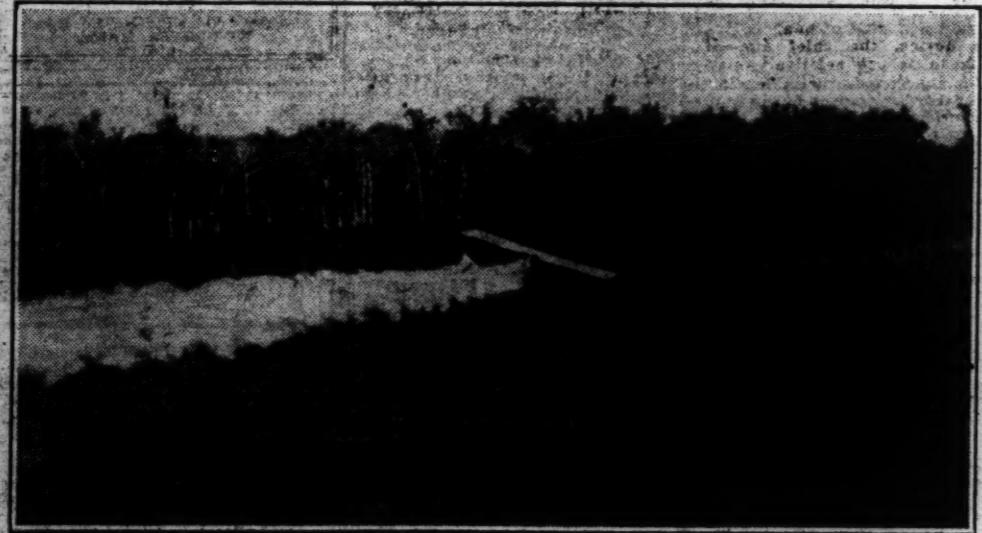
Executives of these companies are unanimous in the basis of their claim for support and growth: Aviation, commercially, must give a service which has value to the user equivalent to the higher rate he must pay

Vertical and Oblique Aerial Mapping Compared



The "Top" of Manhattan. A, S, and W in the Photographs Are the Aquarium, the Singer Tower and the Woolworth Building, Respectively.

Airplanes "Dusting" the Cotton Fields



In Combating the Boll Weevil in the Southern Cotton Fields, Spraying Used to be a Slow, Laborious Task. Now Airplanes, Loaded With the Spraying Liquid, Fly Low Over the Fields, Dusting Tens of Thousands of Acres.

COL. HENDERSON HEADS AERO TRADE CHAMBER

Special from Monitor Bureau

NEW YORK, Oct. 7—Paul Henderson, general manager of the National Air Transport, Inc., was elected at the annual convention just held here.

Sherman M. Fairchild, president of the Fairchild Aviation Corporation, was elected first vice-president; Chance Vought, of the Chance Vought Corporation, second vice-president; L. E. Valentine, president of Valen-

tine & Co., third vice-president; C. H. Colvin, of the Pioneer Instrument Company; treasurer; H. F. Pitcairn, president of Pitcairn Aviation, Philadelphia, secretary; S. S. Bradley, assistant treasurer and general manager, and Owen A. Shannon, assistant secretary.

MEXICO INCREASES MINING

MEXICO CITY (Special Correspondence)—Mining production in Mexico increased during the first six months of 1927 over the same period in 1926, although there was a slight drop in the value of the total, according to figures released by the Department of Statistics.

TRAINLOAD OF PEARS SHIPPED

SALEM, Ore. (Special Correspondence)—Seventy-eight carloads of Bosco, d'Anjous and Bartletts, the largest single shipment of pears ever made from the Rogue River pear district, was recently started for eastern markets. All of the 78 cars left Medford in one train. The approximate valuation of the shipment was \$117,000, while the freight alone amounted to \$46,240, including icing and re-icing along the way.

The most significant new idea in agriculture in Russia now is a co-operative movement, under which farmers maintain normal family life in the villages and then daily go to the country to till on the land together, being paid salaries by the organization of which they are mem-

bers, and sharing profits annually.

The Government is promoting such plans of farming and granting liberal concessions to aid progress, Mr. Borders reported.

Long Term Credits

Long term credits are given, some interest rates being as low as 1 per cent, though the banks pay 8 per cent for savings and 6 per cent for checking accounts.

Mr. Borders took occasion to deny a report he had been issued from Russia that the Government confiscates crops. This is wholly untrue, he asserted, explaining that, on the contrary, when a farmer's crops are a complete failure, he need pay no taxes but that when they are exceptionally good, his taxes increase. The peasant sells grain, or not, just as he chooses and sometimes prefers to have grain rather than money in the bank, Mr. Borders said.

The most profound revolutionary change in the country, and perhaps the most far-reaching and significant changing trend is the growing feeling among children and young people that it is disgraceful to become rich and to profit from the toil of others, he said. By every possible means this ideal has been taught to youth for the last 10 years, he recalled, and pointed out that continuation of such an attitude must bear fruit during the future and change all Russia.

Normal, wholesome family life continues for the most part despite frequent false reports to the contrary, he asserted, and order and activity and progress are everywhere visible throughout the country.

One of the noticeable trends is an almost universal belief having no substantial foundation that various European nations are plotting war against Russia, and there is likewise to be observed a very sincere desire never again to wage war, Mr. Borders said.

Sees Constructive Program

Russia has a great, constructive program ahead of her, he continued. America need have no concern regarding possible harmful influence of international propaganda from Communists, he advised, deciding that all the world's propagandists "turn loose of their corners" could not make a revolution.

The most significant new idea in agriculture in Russia now is a co-operative movement, under which farmers maintain normal family life in the villages and then daily go to the country to till on the land together, being paid salaries by the organization of which they are mem-

Yokohama and return

\$600 including accommodations and meals aboard ship

Japan, land of festivals. Land of a gay, joyous people. Temples, pagodas, the Inland Sea, the grandeur of a country. See it all.

Sail for Seattle, San Francisco or Los Angeles. One way through Honolulu if you choose.

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Four nightly sailings of Dollar Liners from Boston and New York for the Orient via Havana, Panama and California. Weekly sailing from Los Angeles and San Francisco for the Orient (via Honolulu) and Round the World.

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Dollar Steamship Line American Mail Line

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of 7 cents, with four tickets for 25 cents, is regarded as the most important of several recommendations contained in the report.

City owned lines are assailed as wasteful and extravagant. The report finds New York's transportation system a marvel in construction and operation from a physical standpoint, yet sees useless waste in the operation of two systems and the proposed construction of a third and the separation of these from other transit lines.

These facilities should be coordinated into a single unified system at the lowest self-supporting fares and with transfers among the various agencies of transportation on as favorable a basis as can be supplied," the report states, continuing:

"The subways are so congested that the companies do not now need any increase in fares, so long as the people accept the present quality of service and the city makes the taxpayers pay the fixed charges of the city's investment. To get better service, however, and make the subways self-supporting, higher fares are necessary."

KANSAS FRUIT BEST IN YEARS

Apple Crop Alone Valued at \$3,000,000—Returns Will Double Those of 1926

Full Registration Desired

"If it is possible to arrange for a full registration or for an opportunity for all to register who desire to do so, it seems to me that action ought to be taken," Mr. Borah wrote. "I call this to your attention because it has been particularly called to mine."

Mr. Kellogg replied in part as follows:

"As I understand the situation the chief obligation which we have assumed in connection with the supervision of the election is to see that every citizen of Nicaragua entitled to vote has a full opportunity to do so."

"Supervision means not merely the preservation of order at the time of the election, but a sufficient control over the preliminary steps, including registration, to see that everybody entitled to vote has an opportunity to register. In other words, the registration is vital."

New Lists Needed

"We cannot, of course, contemplate the holding of an election in Nicaragua on the basis of previous registration lists. So far as the department and General McCoy are concerned, this matter seems vital to us as it does to you. Naturally no body can guarantee ideal results in any country, but you may depend upon it that every effort will be made on our part to eliminate fraud and intimidation and to guarantee to every citizen of Nicaragua his rights in this election."

1927 TO EQUAL 1926 IN BUSINESS VOLUME

Estimate Made by Atlantic States Shippers' Board

ATLANTIC CITY, N. J., Oct. 7 (Special)—Increased general industrial activity during the next three months will bring the year's total business close to the volume of 1926, the greatest in history, according to an official statement by the Atlantic States Shippers' advisory board, at the last quarterly meeting for 1927.

Some 500 industrial and railroad representatives attended the conference.

Referring to the next three months of business in general, as indicated by car and other shipping requirements for October, November and December, the board declared that "Most industries will equal, if not exceed, the volume of business handled during the corresponding period of last year."

Spokesmen for the carriers, including all the large trunk lines serving the Atlantic states territory, referred to new equipment and improvements, and said they were prepared to handle a peak load without "any delay or congestion."

WORLDWIDE BUSINESS GOOD

NEW YORK, Oct. 7—"Business is good everywhere," said President Parsons, F. W. Worldwide Company's September trade. "Every district showed an increase for the month, with gains well distributed over the entire States. Trade is fine, stores are well stocked and merchandise is moving rapidly. The price of cash is \$280,000,000, which would be a new record and would compare with \$255,635,000 in 1926."

101 OPENINGS FOR INDUSTRY

is the title of an interesting book just produced by the Industrial Development Board of Manitoba. It describes with facts and figures the present market of Manitoba and the West, tributary to Winnipeg, and its exceptional opportunities for industrial enterprises.

CHEAPEST POWER in AMERICA

Winnipeg's industrial hydro power costs less than anywhere else in America. 250,000 h.p. is now in operation, with 4,750,000 h.p. still available. This assures abundant cheap power for future manufacturing requirements. Winnipeg has at present 400 factories, with good locations for many more at low cost. It is the largest city in a territory with over two million population, thriving and fast increasing. Twenty seven railway lines radiating in all directions give first-class transportation facilities. Labor is plentiful.

Writs for full information to the Industrial Development Board of Manitoba, Winnipeg.

WINNIPEG - CANADA

Above sworn statement of ACTUAL PAID circulation does not include returns, advertising copies, copies for office use and files, excess print, waste, spoils, or unaccounted-for papers.

EDUCATIONAL

Where School Art Work Is Tied in With Practical Business World

A SHORT while ago the writer was in Providence, R. I., investigating the work of various departments of the Technical High School in that city. In the clay-modelling class there were two exhibits of outstanding significance; one of these was a bronze plaque of heroic figures symbolic of physical prowess, and it was dedicated to the new high school gymnasium, which had recently been built. The story of this plaque was interesting. When the city of Providence sanctioned the erection of a new gymnasium for the high school students, the students desired to express their gratitude by contributing toward the decoration of the hall. The clay-modelling class decided to model a plaque which should be of a symbolic character. When the clay model was completed, a mold was made, and it was the intention that the whole school should contribute toward the cost of having this cast in bronze, and installed in the gymnasium. But the clay-modelling class was so fired with enthusiasm when it realized that it had turned out a piece of work of unusual merit—for such was the verdict of critics and connoisseurs—that it unanimously decided to adopt the whole thing, exclusively, and the class paid for the casting, and the school it as a special tribute from the clay-modelling class. The decorative piece now adorns the wall of the gymnasium.

This is not the only example of correlation of classwork with something of a definitely permanent nature. The writer was much interested in a plaster model of a stadium, laid out for baseball, football, and running track, and surrounded by tiers of seats. The story of this model is likewise of unusual interest.

The city of Providence had on its hands an abandoned reservoir, which was lying idle; the high schools of the city were in need of additional playing fields; the instructor of the clay-modelling class, being a man of vision, saw an opportunity of correlating these two facts in such a way as to make a powerful appeal to the city on behalf of the schools in need of additional space for sports. The class spent several afternoons at the abandoned reservoir taking careful measurements. The boys then made an exact model to scale. When this was completed they converted this model into a model of a stadium, mainly by filling in the basin and erecting benches on the concrete banks. The area thus enclosed was then laid out in four baseball diamonds, a football pitch, and the whole surrounded with a running track—all exact to scale. The next step was obtaining estimates of the cost of converting the reservoir into a stadium, in the manner worked out by the boys and demonstrated by the model in clay. Estimates were surprisingly low. Armed with the model, and the information as to the

A. J. P.

Bringing French Atmosphere Into the French Classroom

By CLAIRE HUCHET
Children's Librarian, L'Heure Joyeuse, Paris

ON THE subject of books I am obliged to give only some simple indications, the scope of the material being too wide for more thorough treatment.

As a rule buy the books the French children use, are brought up on, and not those, even the best ones, made for foreigners. In ordering books it is better to write not to publishers but to bookseller who will get them for you.

For little children buy books with many pictures such as: "A. B. C." by Jules Lemaitre, illustrated by Job (Garnier), and "Marie l'endormie," by Andre Hellé (Laurens). Especially recommended for little children are books of songs. They cannot resist them; they are won at once; they can look at the pictures, hear the tune, sing it, and play games. As examples, I mention the well-known books of Bouet de la Mervel, "Les vieilles chansons et rondes pour les petits enfants" and "Chansons de France pour les petits français." There are also the classic "Petits chansons de la vie française," by Yvonne Ostiron (Hachette). Short stories on little French girls from different parts of France.

"Les mains enchantées," by Fanny Clar. Edited by Rose Rouget. Tales on fables. "Petit patte," by Jacques Des Gachons (Monde Nouveau). Tales on animals. That book won the prize in the competition for the best children's book issued in 1925 in France.

When you come to the reading of one long story book your pupils will enjoy:

"Mon ami Rive-Gauche" by Margaret (Colin). Story of the friendship of a lonely boy with a lively family. "L'onde Scipion," by André Theuriet (Lemerre). Story of a boy who can slow and peaceful was the rhythm of life. And since his companion with the United States, France has even now a slow rhythm, American children may well look at those pictures of long ago and sing the old tunes, in order to be merged somewhat in the present rhythm of French life!

Modern Songs From French Schools

All the songs mentioned above are traditional, anonymous works, come down to us through the ages as did the nursery rhymes among the English people. For modern French children's songs you will love to have the three little books by Maurice Bouchor: "Chants populaires pour les écoles" (Hachette) in three volumes. When else have we sung in our French schools since 1895 but those simple lovely, simple tunes, full of lyric qualities, generosity and idealism. In the remotest village as in the biggest town strike the first note of "Adieu l'hiver morose" or "C'est le temps ou la bergère," and all the children will start singing. Old tunes of our provinces, songs of nature, songs of trades, songs glorifying the ideal, all "douce France" lies in these

"Gredine," by Henri Lavardin (Pion), will be most welcome, especially as the one who helps the beggar child is a young American boy.

Those who, still young, can try more difficult French will be embarrassed with choice. We find:

"Le roman de la rivière," by Georges Delaw (Cres);

"Le roman des oiseaux," same author. Georges Ponson is a lover of nature and a keen student of character.

"Sur les marches du trône," by Marcel Dahan (Albin Michel). Romance of Louis the XIV and Marie de Mancini. Much loved by French girls 14 years old.

"Souvenirs d'une bleue," same author and price. Where the reader is in the heart of the Fort-Royal Convent.

"Catherine Aubier," by Yvonne Prost (Colin). A typical French girl in a typical French surrounding, "L'océan," by Charles Geniaux (Pion). Beautiful illustration of the hero type among the Breton fisherman.

"Mile, Cloque," by René Boylesve (Calmann-Lévy).

"Mile, Cloque," a spinster who thought she had the opportunities of a very dear nice through blind faithfulness to French bourgeoisie tradition. "Merentchu," by Pierre Lande (Pion). A story bringing out traditions of the Basque people.

"Le grand Meännes," by Alain-Fournier (Emile-Pau). A delicate story of a young man who loves a dead woman.

Also Great Classics

And I have not mentioned any of the well-known fine or beautiful books by Daudet, Sand, France,



San Antonio Boys Who Have Learned a Proper Method of Pruning Roses, Setting Out Cuttings in a Sand Bed in One Corner of School Yard to Root.

Unselfishness and Freedom

Dr. Alfred Adler of Vienna, in a general discussion on the problem child, says that the chief difficulty with which a child has to contend is too much interest in "self." He emphasizes the unique part played by the mother in the development of her child. It is she who first leads his affections to something outside himself, for he naturally turns to and loves his mother, and this is the first stage of his developing social consciousness. But it is she who is a wise mother who sees to it that it does not stop there, and helps her child to spread this social feeling from herself to others.

Early in the spring came the distribution of roses, when every school neighborhood again contributed all its trimmings of good roses, such as red and pink radiances and others that have large attractive blossoms and flourish in the hot climate. Some homes contributed a truck load of such fine cuttings, for San Antonio is a city of roses with many amateur rose experts who were glad to cooperate in the movement of beautifying the unadorned yards. Again pruning demonstrations were held, and cuttings set out in sand beds to root. A few weeks later, when a hardy plant was under way, they were given to the children to take home.

Pecan trees were set out in school yards, and many cuttings of shrubbery were sent to homes, among them being crepe myrtles, Japanese quince, ligustrum, nandinas, amur privet, pittosporum, abelia, and others adapted to the climate.

It makes but little what you teach and how you teach it; what matters is what you are," declares another educator. The teacher must first have gained for himself the freedom that he claims for the child. A necessary qualification for the teacher of the future would be his power to give freedom because he was himself free.

SCHOOLS—United States

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HERE are the two prize-winning essays on "My Greatest Labor-Saving Device, and Why," from the Oregon Federation of Women's Clubs. I think you will agree with me that they are truly both prizes. The one from the farm woman fits in splendidly with the farm home equipment survey which the General Federation has been conducting and from the returns of which the conclusion has been drawn that running water in the house is the greatest need of farm homes today.

Have any other states conducted such contests? If so, may we hear from them?

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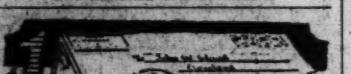
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BOOK REVIEWS AND LITERARY NEWS

The Family at Jalna

Jalna, by Mazo de la Roche. Boston: Atlantic Monthly Press Publication, Inc., sold by Little, Brown & Co. \$2.

"JALNA" is the story of a house and a family. It is, incidentally, the story that won the \$10,000 prize offered by the Atlantic Monthly "for the most interesting novel of any kind, written by any writer, whether born in London or Indianapolis." Mazo de la Roche, author of "Jalna," was born in Toronto. This is not her first novel, but it far surpasses anything she has written before. It deserves recognition.

Jalna is the name of the home of the Whiteoaks. Seventy-five years ago, stubborn Captain Whiteoak and his wife Adeline brought their family silver and inlaid furniture, their respective fortunes and pedigrees, and their baby daughter to the southern shore of Lake Ontario, where they bought a thousand acres and built the high red house that typified the pride of the Whiteoaks. With impressive unanimity they agreed to call the place Jalna, after the military station in India, where they had met. They had three sons besides the daughter and transmitted to them their stubbornness and their aristocratic features.

When the story opens Captain Whiteoak has passed away and Adeline is "Grandmother." Like an ancient queen surrounded by her courtiers she lives at Jalna encompassed by her sons and her grandchildren. The elderly sons, Nicholas and Ernest, one with his piano and his terrier, the other with his Shakespeare and his dog, lead a useless existence under the shelter of Jalna. Their brother's flock of children by his two wives crowd the house, five brothers and a sister. The youngest is a lad of 9, the eldest a man of 38, the head of the clan.

The Head of the Clan
The head of the Whiteoaks, the arrogant and profane Renny, is the dominating character of the story. Strange bundle of selfish desire, clannish loyalties and unexpected tenderness that he is, he will not let us go. Being master of Jalna is Renny's vocation. "They depended on him from savage old Gran down to delicate little Wake. He felt each one of them bound to him by a strong invisible cord. He could feel the pull of the cords, drawn taut from him to each individual." He bullies them, treads upon their most sacred aspirations, but he feels his responsibility for each of them. He would gladly support them all at Jalna, asking only



Of No Great Importance

The Entertainment and Other Stories, by E. M. Delafield. New York: Harper & Brothers. \$2.50.

THE author of "Jill" may be expected to write about young women with acumen and with sympathy. More than half of the 16 tales in this new volume confirm an instant's illuminating glimpse into the purposes of a girl. Usually she is a commonplace little creature, a show girl, a nursery governess, a lady's helper, a farmer's daughter. Usually she is rather foolish, never extraordinarily beautiful, but she has something—honesty, generosity, the courage that comes from being scared, some ingratiating quality that warms our hearts.

The Whiteoaks' raising their voices in song from their two pews and carrying upon the boisterous waves of their melody the little organist and the vacillating choir; those in a book we should like best to read them in 16 sittings.

To quote an instance, there is now more unassuming, none more spontaneously unselfish than Katherine, the nursery governess of "Terminus." Katherine had lost her job in Bristol and had to go to a new post in Cornwall. That was terrible, for leaving Bristol meant leaving Edmund. Edmund would be so lonely, he would have no one to go to walk with and Edmund needed those Sunday tramps after his week in the bank. She was not really engaged to Edmund, but there was an understanding. She hoped Sylvia would be nice to him. She told him he must call on Sylvia. She begged Sylvia to cheer him up. And then when they both agreed to follow her proposal her heart broke square in the novel. The Whiteoaks are so alive that they drain all color from other characters. Even the impossible precocious little Wakefield

is a Whiteoak out in the world is hard enough to deal with, but he is mildness incarnate compared with what is when he stands shoulder to shoulder with the other members of his family against mankind, or when he fights tooth and nail for his own way with the same family. At Jalna they are a noisy, wrangling, avid, self-centered crew, but as ready with kisses as with sharp words, and prodigal of both.

It is in the family scenes that Miss de la Roche is at her best. The Whiteoaks at dinner, talking loudly, humorizing Grandmother and fretting at her; the Whiteoaks celebrating Christmas, working themselves up to a pitch of hilarity which can be satisfied with nothing short of a pillow fight at midnight; the Whiteoaks in their church, built by their grandfather, patronized by their grandmother, administered by their capacity as head of the family; the Whiteoaks raising their voices in song from their two pews and carrying upon the boisterous waves of their melody the little organist and the vacillating choir; those in a book we should like best to read them in 16 sittings.

The Outsiders

into this clannish family come two outsiders. One is a neighbor yet alien, Little Pheasant whom Piers married in defiance of the whole family and brought home to live with them. The other is Eddie's wife, Alayne, a girl from New York, intellectual, delicately reared, able to give her husband's brother Renny the unique experience of his life.

Alayne herself seems a creature made to order to supply complications in the plot. We care not about her, but about the tumult that she rouses in Renny. She is the weak spot in the novel. The Whiteoaks are so alive that they drain all color from other characters. Even the impossible precocious little Wakefield

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THE HOME FORUM

A Night Rereading Shakespeare

THESE are certain books that one reads are done with. How well I recall an old professor of years gone by, whom one might see hurrying along the corridors of the classrooms at the lecture hour with a pile of books from his knees to his chin. That is a pleasant picture. But it is a disturbing memory to recall how this bookish man would turn a number of well-chosen books from the pile upon his desk, so that their backs and titles looked us full in the eye. They were written in Hebrew and Latin and Greek and French and German. "There!" the professor would say with a sardonic smile, placing his hands lovingly upon the books, "take a good look at them; it is probably the last time that you will see them." Dear man, what an experience was his! His recommendation of a book generally meant that it had the seeds of immortality in it. Yet his penchant for truth found faithful expression in his sardonic utterance.

What a blessing it is that certain books, no matter how many times they are read, are never done with! They recall us to the joys of rereading. We return to them again and again—and they never fail to yield their secret.

It was that wondering (as one's thoughts wandered) what book might perform the ministry of bugling one up a bit, a volume of Shakespeare's "Complete Works" held the eye. Ah, that book was a gift of years gone by! The sight of it brought a rush of happy memories that thrilled through the years. My hands on it, I caressed its faded boards, its tattered edges lovingly turned its leaves. The years rolled back, I saw a form rise before me noble, brave, singing of art and literature and human liberty. Then an arresting passage caught the attention, and the trick was turned. One great and glorious evening was spent with Shakespeare. With Shakespeare? Yes, Shakespeare and the merry company associated in my thoughts with him.

One was struck first by the perspective and proportion that informed the whole. Probably some previous reading I had but recently done in architecture gave pliancy to this impression. Perspective may

be spoiled in space and time. A boy who wants to be an architect drew a plan of the house he would like to live in; but he was so intent on having a good dining room, that he left no room for the staircase! A false perspective of space! And who can forget Mark Twain's "Tom Sawyer," who on a critical occasion confused David and Goliath with the Twelve Apostles! A false perspective of time! Shakespeare is not warped in his sense of distance and atmosphere. His great work stands like a Gothic Cathedral—soaring steeples and forest of pinnacles, crockets, and statues, and all gaudy out. In Shakespeare there is the satisfying quality of Greek sculpture. Yet there is something more. And that something is best conveyed by recalling that Gothic Cathedrals are so far beyond Greek Temples in daring, freedom, and the subduing to beauty of wild and wandering forms, and riotous design. Gothic Cathedrals indulge the great unfilled hope of the heart for perfection. And something in Shakespeare approximates this.

Here I indulge a quotation from Mr. Lethaby's "Medieval Art," lying at my elbow, for its carries my point:

"Gothic architecture was developed by free and energetic experiment: it was organic, daring, reasonable and gay. . . . As to these marvellous buildings (the great cathedrals) the half of their glories and wonder cannot be told. They are more than buildings, more than art: something intangible is built into them with their stones, and burnt into their glass. The work of men, a man may understand, but these are the work of ages, of nations. All is consistent development, stone is balanced upon stone, vault springs from vault, interlacing tracery sustains brilliantly dyed glass as branches hold sun-saturated foliage, towers stand firm as like spires are flung into the air like mountains. In these buildings all may be explained as devised for ritual use; all for the instruction of the people; all as material and structural necessity; all as traditional development; all as free beauty and romance in stone. From whichever point of view we approach them, the great cathedrals satisfy us, and their seeming perfections are but a part of a larger perfection." How many words in that quotation are inapplicable to the literature of Shakespeare?

Great art is characterized by one great quality, namely, that it lives as much in the present as it did in the past. It has vitality. Hence one could not help thinking that it must have been a great period in which to live, that gave Shakespeare to the world. The speech of John of Gaunt in "King Richard II" is not only "wholesome counsel" to the King's "untold youth"; it is language direct, compact of sense, sonorous, and alive today as when uttered.

Then, of course, one was impressed by the great man's myriad-mindedness, to echo Coleridge. But I was struck anew with Shakespeare's power as an abstract thinker, more, I think, than with his grandeur as a poet. A painter of lovely pictures, he also speaks the highest wisdom and truth—truth in comprehending breadth and depth and magnificence. Shall I say that in rereading him, although a fire burned in my grate and threw the brightness of crackling wood in soft shadows on the walls of the room, and a wholesome quiet pervaded the place, I at times stood beside Niagara, saw the sublime grandeur of the rushing torrent, heard the roar of the waters. And once or twice I went to sea, swinging rhythmically on its heave and swell and saw the imperious horizon, the mystery and shadow of it, as it bounded the far-reaching boundaries of his language. Again, I took a sort of vicarious trip with that great traveler Mr. H. M. Tomlinson, we went through a great tropical forest (that he describes so vividly), and the dense foliage, the darkness, the waken loveliness of leaves, and the dim-silence unearthliness of forest floor melted into one's soul. We finally issued into the world again and on waters of my imagination the barge of Cleopatra floated past us "with all its silken bravery." Still again, I roamed in memory with George Meredith and the galaxy of women he has given us. I sat a long time upon a stile with "Diana." How delightful to hear her talk—brilliant indeed! But then, I was more flattered when, as he was bidding me goodnight, the poet said, "Pont de Brieux' has really excelled herself tonight," adding, "Somehow, Mrs. Carr, I eat better here than at most places."

We chanced to meet Browning one Sunday evening at a musical party given by Rudolph Lehmann, the portrait-painter. It was at the time when the phonograph was in its experimental stage, and some Italian friends of the Lehmanns had brought with them one of the first of these instruments to be put on the market. Our Boulangne cook he nicknamed "Pont de Brieux," because she was so fond of talking of her native village of that name, and one evening I was more than flattered when, as he was bidding me goodnight, the poet said, "Pont de Brieux' has really excelled herself tonight," adding, "Somehow, Mrs. Carr, I eat better here than at most places."

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We chanced to meet Browning one Sunday evening at a musical party given by Rudolph Lehmann, the portrait-painter. It was at the time when the phonograph was in its experimental stage, and some Italian friends of the Lehmanns had brought with them one of the first of these instruments to be put on the market.

Madame Lehmann was anxious to persuade Browning to recite one of his poems into what Stopford Brooke described as "vile invention of the scientific folk," and finally the poet unwillingly consented.

But so confused did this amazingly modest man become that, though he was reciting his own composition,

"How they brought the good news from Ghent to Aix," he suddenly stopped in the second verse and looked appealingly to my husband, who supplied the line for him.

"Thank you, Carr," gasped Browning gratefully, and the finished speaking the rest of the poem.

Neither man had grasped the fact that this little interlude had become part of the performance, and there was much merriment when the record, which our host claimed as a memento of Robert Browning, was reproduced. From "Mrs. J. Comyns Carr's Reminiscences," edited by Eva Adam.



Herd of Cattle on the "High Alps." From a Painting by R. Koller.

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SAN FRANCISCO Est. California St. New York. Unfurnished large room, marine view; sun, steam heat, hot water, elevator. Kearny 6363.

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GREETING CARDS REPRESENTATIVE wanted in every city and town, existing there in California, to solicit orders for Christmas personal greeting cards; large amount of work; special packages; efficient engraving, etc.; postage prepaid; liberal commission; earnings easily \$10 per day. Christian Scientist preferred. Box 1037, The Christian Science Monitor, SIDNEY B. COHEN CO., Inc., 1037 Eighth Ave. W., Seattle, Wash.

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YOUNG man, well educated, general office and some sales experience, seeks a position with a manufacturer. Box A-12, The Christian Science Monitor, 219 Columbian Building, Columbus, Ohio.

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Tenacre PRINCETON, N. J. Rest home, attractively appointed; experience care if needed; illustrated booklet upon request. Tel. 735. New Jersey State License.

The HOLLYHOCK

A home where one may rest and study. Attention given if required.

66 University Rd., Brookline, Mass. Near Beacon Street. Regent 3741-M and Regent 2541.

The Maples

BROOKLINE, MASS.

A home with surroundings quiet and charming where guests may have experienced the pleasure of a quiet vacation. Under management of Mrs. Minnie J. Carter for the past nine years. State Maternity License, 100 Beacon Street. Tel. Asp. 0415 or Reg. 1000.

PAYING GUESTS

RED GABLES Phillips Manor-on-Hudson, New York—All year guest house for discriminating paying guests; charming location; sun porch; large sun room; commanding station one block. Grand Central 48 minutes; excellent cuisine and service; all modern conveniences. Ideal for house for those desiring opportunity for study and recreation. Phone Tarrytown 1287.

HILLVIEW CANTON, Mass.—Comfortable country home; commanding distance from Boston; delightful setting; open all year; week-end guests. Phone Canton 0402-R. Kenmore 0172.

SILVER BIRCHES

Lake Ronkonkoma, Long Island Open all the year. Home-like surroundings for rest, study, and recreation. Phone Ronkonkoma 16.

RAIL LINE GIVES VALOR MEDALS

Meritorious Acts of 15 Employees Recognized by New York Central

Special from Monitor Bureau

NEW YORK, Oct. 7—Medals for valor displayed by employees of the New York Central Lines have just been awarded to 15 men by P. E. Crowley, president of the company, the awards having been made by a committee of directors and officials of the railroad. The acts of heroism ranged from rescues in the water and in front of trains to pulling cars of children from the yard of a burning plant.

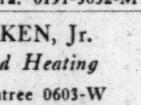
The presentations included a medal of valor with an accompanying lapel button, designed by Robert Aitken, sculptor and member of the National Academy of Design, the dominating motif on the front being a heraldic figure symbolic of a railroad man, with the oncoming pilot of a locomotive bringing a touch of realism to the design. On the reverse side is a panel for the name, flanked by a lantern and semaphore signals.

Deckhands on harbor tugs, section foremen, policemen of the company's force, clerks and whole train crews from component parts of the New York Central Lines, made up the group to whom Mr. Crowley presented the medals with the statement:

"I am proud of you all, and I hope we may continue to pull together as fellow workers in this great New York Central Lines."

The employees to whom the awards were made are: William G. Waschler, chief engineer and inspector; E. D. Donoghue, police sergeant; Samuel Sommerselle, first deckhand, marine department; Frank Gribble, deckhand, marine department; all of the New York Central Railroad; Lewis Little, yard conductor; Henry Mansfield, locomotive engineer; Harry Slattery, locomotive fireman; David Thomas Jr., yard brakeman; Arthur Becker, yard brakeman; T. A. Crofty, locomotive engineer; W. Gallagher, locomotive fireman; C. D. Yeazel, yard brakeman and W. E. Reckner, yard conductor; E. D. Donoghue, first deckhand, marine department; Frank Gribble, deckhand, marine department; all of the New York Central Railroad; Lewis Little, yard conductor; Henry Mansfield, locomotive engineer; Harry Slattery, locomotive fireman; David Thomas Jr., yard brakeman; Arthur Becker, yard brakeman; T. A. Crofty, locomotive engineer; W. Gallagher, locomotive fireman; C. D. Yeazel, yard brakeman and W. E. 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Massachusetts		Massachusetts		Massachusetts		Massachusetts		Massachusetts		Massachusetts	
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FITCHBURG		THE ARCH PRESERVER SHOE Sold Exclusively by BERT JOHNSTON 35 STEPS FROM MAIN STREET		JOSEPH MULLIN Coal—Coke		JOSEPH MULLIN Coal—Coke		HIGGINS MALDEN		COPLES BUILDING MEDFORD MANUFACTURERS	
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Massachusetts		Massachusetts		Massachusetts		Massachusetts		Massachusetts		Massachusetts	
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MOHAWK GROCERY and FRUIT CO. Fruit of the Season CANADA DRY KAY, a delicious cheese spread 136 SOUTH STREET Tel. 480				33 TEMPLE ST DOROTHY BENHAM Millinery		CUT FLOWERS Plants Gifts Free During October 1 A Rosebud with every purchase amounting to \$1.00		Diamonds Watches Solid Silver Platinum Jewelry		Scott Oil Company Complete Auto Service	
RADIO EXHIBIT Pittsfield Advertising Club Show Oct. 12-13-14				33 TEMPLE ST TALBOT-QUINCY, INC. Men's and Boys' Clothiers, Hatters and Furnishers		THE GREEN OWL GIFT SHOP 778 State St., Esther T. Read Tel. 4-1510		GEO. R. TAYLOR & CO. Coal and Coke HEAVY TRUCKING		51 Elm St. Granite St. cor. Canal 1268 Elm St. Elm St. cor. Harrison So. Main St. cor. Mifflord Manchester, N. H. Telephones 44-2875	
ATHERTON FURNITURE CO. 297 North Street, Pittsfield, Mass.				33 TEMPLE ST KINCAIDES Home of Good Furniture		WALTHAM The Elizabeth Candy Shops		Choicest Groceries A select stock for discriminating patrons. Free delivery. Ample parking space for horses or autos.		Nestle Permanent Wave All Hair Tested at the N. Y. Laboratories Special Attention Given Long Hair SHAMPOOING WATER WAVING	
COAL				33 TEMPLE ST REAL FINE SHOES AAA to E 3 to 9		W. C. GIBSON Books, Stationery and Periodicals		A. G. GIFFORD 81 South Street Tel. 826-W		ABIE G. FRENCH 22 Amherst Street Phone 308	
Get your supply in before the days of snow and ice. Preparation is the best now.				33 TEMPLE ST ASHTON'S ALL AMERICA SHOE SHOP 206 ESSEX STREET, SALEM		DENNISON GOODS GIFTS 108 North Main Street Concord, N. H.		The KIMBALL HOUSE Regular Dinner 50c Sunday: Chicken or Duck, 75c		We Specialize in Roses A. G. HOOD FLOWER SHOP GARDNER B. GREENE, Prop. CUT FLOWERS for EVERY OCCASION	
GEORGE H. COOPER Agricultural Bank Building				33 TEMPLE ST DOROTHY BENHAM Millinery		WALTHAM The Elizabeth Candy Shops		MISS KENISTON HAIRDRESSING Residence Work If Required		Cor. Hanover and Chestnut Streets Manchester, N. H. Tel. Connection	
CHAMBERLIN Metal Weather Strips For Doors and Windows J. W. BALZER AGENT 96 Columbus Ave. Tel. 600				33 TEMPLE ST PEKIN CLEANERS AND DYERS 154 Washington St., Salem Tel. 1010 54 Main St., Peabody Tel. 740 FREE CALL AND DELIVERY		W. C. GIBSON Books, Stationery and Periodicals		BRIDGE & BYRON Printers and Engravers		PRINTING of Every Description	
TAHLBOT-QUINCY, INC. Men's and Boys' Clothiers, Hatters and Furnishers				33 TEMPLE ST SOMERVILLE Blewett's Superior Baking Goods are delivered daily to thousands of homes in Greater Boston Try our luscious Coffee Rolls, 30c doz.		DENNISON GOODS GIFTS 108 North Main Street Concord, N. H.		12 Warren Street Concord, N. H.		NASHUA Besse & Bryant Co. The Besse System Store at Nashua, N. H.	
KINCAIDES Home of Good Furniture				33 TEMPLE ST RADIO Atwater Kent, Kolster, Zenith Complete Line of Accessories, Including Socket Power REPAIRING AND SERVICE 5 Revere Rd. Granite 4240		NEW HAMPSHIRE BIBLE SOCIETY BIBLES For Home, School and Church Catalogue Furnished Upon Request		PICKETT & STUART Specializes in Diamonds, Watches, Silverware Visitors Always Welcome		SMART STYLES MODERATE PRICES Clothing for All the Family	
QUINCY TRUST COMPANY 1486 Hancock St., Quincy 27 Billings Rd., Norfolk Downs Commercial Department Savings Department Safe Deposit Vaults Member Federal Reserve System				33 TEMPLE ST C. E. SHERMAN CO. QUALITY DRY GOODS Cretonne, Curtains, and Overdrapery A full line of Infants' and Children's Wear McCALL PATTERNS		20 SCHOOL ST. Tel. 544-W		30 North Main Street Concord, N. H.		Y. W. C. A. CAFETERIA 20 TEMPLE STREET	
MONROE'S Department Store 1 Granite Street, Quincy, Mass. We specialize in Men's, Women's and Children's Popular Priced Furnishings. A complete Yard Goods and Curtain Department in the Basement.				33 TEMPLE ST K. E. SHERMAN CO. QUALITY DRY GOODS Cretonne, Curtains, and Overdrapery A full line of Infants' and Children's Wear McCALL PATTERNS		The BOSTON STORE "New Hampshire's Leading Department Store"		CINDERELLA An Eating Place of Quality Cooked Food, Pastry, Ice Cream Lunches put up to take out		MISS KENISTON HAIRDRESSING Residence Work If Required	
RADIO BATTERIES A and B Guaranteed BOSTON PRICES				33 TEMPLE ST C. F. PETTENGILL JEWELER Established 1876		11-23 South Main Street Agents for Goodrich, Silvertown, Cord Tires		GEORGE W. BAXTER 339 MOODY STREET Visit Our Artificial Flower Department GREETING CARDS FOR ALL OCCASIONS		MISS KENISTON HAIRDRESSING Residence Work If Required	
C. E. CROUT 11 Cottage Ave., Quincy, Mass. Quincy Trust Opposite Us				33 TEMPLE ST H. B. GLIDDEN Groceries and Provisions MONARCH GOODS		JACKMAN & LANG Insurance of All Kinds		GEORGE W. BAXTER 339 MOODY STREET Visit Our Artificial Flower Department GREETING CARDS FOR ALL OCCASIONS		MISS KENISTON HAIRDRESSING Residence Work If Required	
We Are Right Now				33 TEMPLE ST H. B. GLIDDEN Groceries and Provisions MONARCH GOODS		BROWN & SALTMARSH Art and Stationery Store		GEORGE W. BAXTER 339 MOODY STREET Visit Our Artificial Flower Department GREETING CARDS FOR ALL OCCASIONS		MISS KENISTON HAIRDRESSING Residence Work If Required	
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C. E. CROUT 11 Cottage Ave., Quincy, Mass. Quincy Trust Opposite Us				33 TEMPLE ST Waltham Coal Co. Established 1872		2 So. Main St., Concord, N. H.		GEORGE W. BAXTER 339 MOODY STREET Visit Our Artificial Flower Department GREETING CARDS FOR ALL OCCASIONS		MISS KENISTON HAIRDRESSING Residence Work If Required	
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War Department Abandons Artillery Section at Wisconsin

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Ownership of Fundamental Device Involves Millions

—Four Claimants

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By the decision upholding Dr. De Forest's contentions, three other claimants were overruled, one at a time or another having been declared the "original" inventors by various courts. Dr. De Forest's claims, however, have been upheld in lower tribunals four times, more than any of the others. It is expected that the Supreme Court will rule in his favor.

William Green, president of the International, reiterated his demands of Congress and Moscow, following the arrival of Los Angeles police of Sidney Bixby on suspicion of criminal syndication, and was reported to have been made by Bixby that he had sought to have introduced on the Labor convention four resolutions embodying Communistic propaganda.

A card of instructions alleged to bear the signature of William Z. Foster, secretary of the Communist Party of America, was found in Bush's possession, police said. Bush protested that his activities in connection with the convention were entirely legal. He is not a delegate. Ninety-seven resolutions are expected to be reported out by the convention's committees among them a resolution strongly opposing the Fascist movement and another advocating a nation-wide policy of old-age pensions.

Another resolution urges the establishment of a nation-wide chain of labor owned and operated radio-casting stations.

PHILADELPHIA

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"First the blade, then the ear, then the full grain in the ear"

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EDITORIALS

Forwarding Industrial Peace

THE initiative taken by Sir Josiah Stamp, the new president of the London, Midland, & Scottish Railway, in promoting a definite practical movement for co-operation between the officials and workers to improve the efficiency of the service, to reduce losses by damage to goods through careless handling, and so to achieve economies to the advantage of all concerned, marks the beginning of a new stage in the industrial peace movement. Sir Josiah, whose appointment to the presidency of the company is one of the outstanding industrial events of recent years, had gained fame as an economist, statistician, and courageous explorer in the field of industry and finance. He has brought to the railway service the fresh ideas of a vigorous intellect, and the movement to secure the whole-hearted co-operation of the workers is only one of several far-reaching changes in organization on which he is working.

Following the issue of a circular to the staff he arranged for a series of fourteen district conferences of officials, representatives of the workers, and trade union leaders, for preliminary discussions on the possibility of joint effort for mutual benefit. The scheme received the cordial approval of the two secretaries of the National Union of Railwaymen, J. H. Thomas and C. T. Cramp, and the first meetings have disclosed more clearly than perhaps was expected the potentiality of a great transformation in the relations of the railway companies and their employees.

The preliminary meetings are to be followed by others at which definite proposals for co-operation and for improvement in operating methods will be considered. While, it is true, the whole project is regarded with something of suspicion by a small minority, it has aroused the friendly interest of the majority of the administrative staff and the workmen. The movement is not likely to be limited to the L. M. S. Sir Felix Pole, the general manager of the Great Western Company, has also made an appeal to his staff to co-operate in every possible way. No formal steps of this kind have yet been taken by the management of the Southern Company, and on the London & North Eastern there are certain difficulties, legacy of past troubles, which will have to be removed before much progress can be looked for. Nevertheless the response of the L. M. S. men to the concrete proposals of Sir Josiah Stamp is so encouraging, and the prospects of fruitful results are so bright, that a direct stimulus will be given to the managements of the other companies to go ahead on the same lines. There may indeed be a wider outcome, for if co-operation and better relations are shown to be possible by practical demonstration on the railways an extension of the movement to industry generally will be only a matter of time.

A Sober Convention

THERE seems no doubt in the thoughts of those who are in a position to speak with authority that the Paris Legion Convention was a success. There is equally no doubt that from a prohibition standpoint it was an unqualified success. Let those who are opposed to the prohibition policy in the United States say what they may, they cannot deny that the Americans who went to Paris for the recent convention left the impression with the Parisians that American youth was not nearly as interested in alcoholic liquors as common report had been attempting to have the French people believe would be the case.

In this connection a story from the pen of Thomas Carens published in the Boston Herald points the issue clearly. "I make the bold assertion," he wrote, "that this has been the soberest legion convention on record, and that it has been marked by less drunkenness, less disorder, less hoodlumism, if you will, than any of its predecessors." Mr. Carens did not attempt to hide the fact that some drinking was indulged in, but in amplifying his statement he explained that those who feared a "grand drunk" found that the legion boys knew how to behave themselves and did nothing to bring disgrace on their organization.

More could be said along the same line, but it is unnecessary. The fact remains—and it constitutes a tremendous argument in favor of the advancing recognition in the United States as to the validity of the prohibition activities—that thousands of young Americans recently spent some time in the French capital, where they were at liberty to indulge in alcoholic liquors had they cared to do so, and that these young men were a credit to their Nation. Propaganda may be broadcast to the effect that law enforcement in the United States is not all that it should be. Perhaps it is not, but notwithstanding that the ideal has not yet been attained much has been done, and the youth of America has set an example to the world in the past few weeks that will ring down the centuries.

Meals on Wheels

EVEN the most hardened traveler receives a pleasant sense of exaltation as he dines on a train flitting through the countryside at a mile a minute clip, while tempting viands are placed before him, served with a deftness comparable with that of the best hostesses. That the railway which has perfected this achievement is losing an appreciable sum for each meal which it serves is not, at the moment, of consequence to the traveler, but how far the railroads can go in this loss in dining car service is a question which looms larger as the earnings from passenger trains continue to shrink.

One railroad officer recently stated that his company was losing an average of thirty-five cents a meal for each person served and while the carrier in question has established a reputation throughout the West for dining service, the advertising value of even the best cuisine may be nullified if the loss on each patron reaches too high a figure. The investment in a dining car, fully equipped, is well above \$50,000. A cost of hauling the car, running up to, or above thirty

cents a mile, is another important item of expense, while the frequent "deadheading" of equipment (with the crews' wages going on) in order that a car may be available to serve even a limited number of passengers, at the designated hour adds to the overhead of the "diner."

Despite these heavy operating costs, it is a fact that many railroads continue to provide meals for the passengers on their trains which, while comparable with what one might obtain in many first-class hotels, is served at a cost of practically what the traveler might pay at the latter.

One might even accuse the tourist of ingratitude, in deserting the railway for the highway during the pleasant months of the year, and returning only to the railroad when weather conditions make motor travel uncomfortable. Yet the steam railway must be ready at all times to cater to the needs of a varying number of patrons and a dining car must be ready always to meet the situation. That the railroads render as efficient a service as many of them do is a tribute to the co-operation and loyalty displayed by officers and crews engaged in this business of providing "meals on wheels."

Fixing Party Fences for 1928

NO ONE who has read the accounts of the deliberations of the members of the Republican National Committee during the recent meeting in Washington could have failed to note, even though he observed the superficial, the underlying and, apparently, the chief concern of those who have undertaken to select, almost a year in advance of the nominating convention, the candidate most likely to win the election in November, 1928. It would be unfair, of course, to intimate that the ability to carry the election is the only qualification sought, but a discerning and disinterested observer would be forced to the conclusion, after all, that fitness and ability to administer the affairs of the office of President are secondary, at least, in the estimation of the party lawmakers.

It would seem to be well to remember, now and henceforth, that more than once in comparatively recent years the people of the United States have repudiated the action of party leaders in assuming the privilege of selecting their candidates for them. The voters have not forgotten that the result of every election can be determined by them, no matter to what extent their wishes and preferences may have been ignored in nominating conventions. Therefore there seems little probability that those who direct the pre-election activities of the Republican Party in the United States will proceed in defiance of the ascertained wishes of the rank and file of that organization. Harmony and the pacification of sectional and bloc differences are two main objectives. It was said, not many weeks ago, that these could not be realized if President Coolidge stood for re-election. Now the important question is as to whether they can be brought about by any other candidate, even though that candidate receives the indorsement of Mr. Coolidge in advance of the convention.

From present indications the forthcoming national campaign will claim a greater measure of public interest than any similar event in several decades. Affairs have been shaping themselves for months in such a way that unusual concern is being manifested in the rival political camps. Issues long mooted promise to present themselves and demand sober consideration and courageous and patriotic action. These are not particularly associated with industry, finance, public ownership, or any of those theories or conditions which are supposed to affect the economic welfare of the people, so much as with those deeper and more intimate affairs which a free people, most of all peoples, cannot afford to neglect.

So those leaders who are wise and prudent will see to it that in the drafting of party platforms and the selection of candidates, action is directed with regard to the reasonable dictates of the people of the country as a whole. There is too much at stake at this period in the history of the Republic to permit a return to the narrow partisanship of even a generation ago. Those to whom the voters have accorded the authority to keep the party machinery in order should hesitate to even attempt to dictate, in advance of the conventions, the choices to be then made. Defeat at the polls has sometimes proved far less disastrous than victory gained by a resort to evasion and subterfuge.

Why America Honors Leif Ericson

THE question may quite naturally present itself to many: Why are American cities today honoring Leif Ericson by naming boulevards and squares after him, and erecting monuments to glorify his achievement of long ago? A parallel may perhaps be sought in the illustrious deeds of the young American aviator who started the world with an enterprise singularly unique and successful. It is not so much that Leif Ericson, like Lindbergh, was the first to do certain thing. Rather it must have been the force of adventure and unbounded faith in what they set about to do that won the admiration of the world.

It is, of course, true that Scandinavian-Americans represent that element of the population of the United States especially anxious to associate itself with Leif Ericson's achievement, and to pay fitting tribute to him. For this reason such cities as Chicago and Minneapolis, with their large number of people of Norwegian, Swedish, and Danish antecedents, have been conspicuous with their celebrations in honor of their kinsman. But America, as a whole recognizes that the pioneer in whatever enterprise belongs to no single nation. Hence, the general acceptance of Leif Ericson as coming within the purview of an internationally acclaimed hero.

It is interesting to learn that the association of Leif Ericson with the discovery of America is of quite recent date, in that Prof. Rasmus B. Anderson, at one time United States Minister to Denmark and now a member of the faculty of the University of Wisconsin, appears to have been among the first to have made serious mention of the fact through researches begun some sixty years ago.

It fell to Leif to take up the work of discovery where Bjarne left off. According to Professor

Boyesen, the young Norseman must have landed in the neighborhood of Cape Cod or Fall River, Mass. There are available considerable historical data to trace the further explorations of the intrepid Norsemen in America, and it is recorded that Leif and his men put up some booths and spent the winter in the new land, which they called Vinland, but set sail the following spring for Greenland.

The True Issue in the West

THAT section of American opinion which will determine the wet and dry issue in the next election has not yet been heard from in the press or on the platforms of the country. Any contact with sentiment in the countless small towns and moderate-sized cities of the West and the middle West, however, is very revealing. It is in these communities that the benefits of prohibition are most apparent and most frankly admitted. All the propaganda against the Eighteenth Amendment is futile to offset the evidence of the banks and the schools and the courts that is indicative of the success of the dry laws.

A correspondent of The Christian Science Monitor, on a recent trip into the West, asked a representative banker for his opinion of prohibition. "My opinion," he said, "is a matter of record. It is written in the accounts of my own organization. I can total up, month by month, how the money that formerly went for liquor is now going into savings accounts. It is also written in the life of my own little city and of those in this part of the West with which I am acquainted. Any citizen who can recall conditions that prevailed, on every Saturday night in the days before prohibition, will not be easily persuaded to vote for a change of the law."

To the large body of citizens of whom this banker is representative, the candidacy of any pronounced wet raises only a single issue. That issue is not one of religion or of personal qualification, but simply that of liquor. The enthusiastic support which any such aspirants may secure from any organization in any section only serves to clarify that issue. The opinion of the West on this question is unmistakable. It has been registered with increasing insistence with every election. If, in the presidential election, the issue is once again raised, another registration, equally clear, is almost certain to follow. Meanwhile it is hopeful that the people of the West have not been sidetracked by the plausible arguments of the wets. Nor are they likely to be sidetracked at the polls in 1928.

A Garden Is a Lovesome Thing

THE women of Oklahoma City have learned how to make several gardens flourish where only one grew before. For a number of years the Town Club, like women's organizations in other communities, offered prizes for the best gardens. Then the women realized that the majority of the contestants were those who landscaped their grounds anyway. The club prizes, therefore, were not inducing new efforts, but merely serving as a pleasant recognition of gardens which would be just as well planted and tended without them. The prizes had been offered in classifications according to the value of the premises on which they were grown beginning with the house valued at less than \$500. The club therefore turned its attention to the owners of homes costing not more than \$500 and set out to find those who had hitherto lacked inclination or funds to make gardens.

The city was zoned and in each zone a householder was chosen who would be willing to give the necessary labor and to furnish the water required for the plants. A landscape architect drew plans for each entrant and served as adviser, the club furnishing the sod, seeds, shrubs and bulbs.

A committee in each zone encouraged the contestant in that zone, one group even setting forth with a picnic supper to be eaten after the workers had aided the home owner by digging up wild grass and dandelions on his premises. One contestant, a bookkeeper in a downtown office, worked early in the morning and late in the evening at weeding and pruning and tending her garden.

As a result not only have those chosen for the competition been induced to beautify their premises, but their neighbors, interested observers of the process, have set to work to clean up their yards, to sod and to plant and to water so that the entire community has been benefited, showing what civic interest can do working through the medium of gardens to make a home and a city a more beautiful place in which to live.

Editorial Notes

Evidence that corporations and the public are getting into closer contact is shown in the statement of the directors of the Hartford (Conn.) Electric Light Company who have voted to allow the 63,000 customers of the company a 40 per cent discount on their October bills. In announcing the decision the directors declared that the action was made possible by an unusually successful year. Herein would seem to be the nucleus for the starting of an almost indefinitely progressive cycle of prosperity.

At a time when it is generally supposed that the whole of England—like other countries—is "on wheels," it is worth noticing that owning a car does not necessarily affect owning a home, for nearly 1,000,000 homes have been built in England since the war. More than half this number, moreover, have been built during the last three years.

"The drone, the loafer, whether rich or poor, has no right in a university today," says Dr. James R. Angell, president of Yale. Such a doctrine would have been considered heretical by the young college men of the golden nineties.

Court business is speeding up, according to William Howard Taft, Chief Justice of the United States. And speeding up is court business, any traffic officer will tell you.

"Sardine Pact Held Illegal" says a headline. An old joke in new clothes, that's all.

Visby in Gotland

THE harbormaster saw the ship's company off. He was in charge of matters nautical in the diminutive port of Slite on the north side of the island: and ever since we and the yacht had come in from the sea with the dawn the previous morning, he had taken us under his charge, furnishing an imposing-looking paper that would avoid the necessity for any further customs examinations in Swedish waters, showing us his platform abeam up in a tree—"my yacht, you see"—his trim study and books, and introducing us to his daughter, lately returned from Oxford.

Moreover, our conduct in cruising about for pleasure in a boat the size of ours was such that he felt doubtful whether he ought not to detain the latter and send us back home in steamer, and quite certain that we needed as much careful guidance as he could give us. Whether it was that, or whether it was the natural courtesy of his race, at any rate he walked all down the village street with us on that bright September morning, mustering English sentences at intervals, past the green and red-painted wooden houses, to where the ubiquitous Ford motorbus waited: put us inside, and told the driver—we felt sure—not to let us get out until Visby was reached, the capital of the island across the eastern shore.

There was also a train that went to Visby that morning, but the bus was cheaper and also quicker; and we had seen no reason to go by train until we beheld it, in all its Alice-in-Wonderland glory, after the bus had started, puffing busily along beside the road, too large to be a toy and too small to be a real train. Then we felt we had missed an experience.

The driver of our Ford slowed down to its pace alongside the engine, exchanged a few words with the fireman, then bumped forward up the hill and left it to its own devices. The road climbed slowly and steadily up toward the crest of the island, at first past little blue lakes and pools in the lower open country of the seaboard, and then higher through forests of firs and pines and silver birch.

Occasionally the bus would stop to pick up some country-folk en route to do their week's shopping at Visby, drop some parcels at a farmhouse, or merely for the driver to converse with a friend. The folk sitting inside regarded the tattered figures of the Crew—for the end of the cruise was drawing near and wardrobes were becoming strained—in polite astonishment; the Ford rattled on its way; and the sun shone overhead.

The bus pulled up with a final jerk at Visby, arousing the Mate from a gentle sleep. He found that he had awakened to the fourteenth century. There was a complete city wall in front, curving back on each side with towers and bartizans, and pierced by a narrow gate outside which the bus had stopped. Here and there time and adversity had displaced some of the limestone of which it was built and only the holes of the beams remained of the sentinel's passage, but the wall was no ruin: boundary and bulwark of the city still; it seemed to have settled down in placid confidence that it and the town that it protected had drawn aside from the stream of everyday experiences, and as spectators merely would remain unchanged and untroubled. Nor, when the city had been traversed—no difficult matter—did its confidence seem misplaced.

Today the buildings do not fill the space within it; no great houses are being built; no industry is being developed. Its citizens make no hurry and bustle as they go about their affairs; its main street that twists its steep way down from the East Gate to the harbor houses some

few shops, and that is all. Everything, the walls and the gates and the houses and the harbor, is on a scale great when they were built but very small by the modern world's measure.

It was easy, standing that morning in the once mighty city of Visby, and knowing that five minutes' walk in any direction would lead to the walls and the open country beyond or the sea, to appreciate how naturally in the Middle Ages the corporate sense of a city, loyalty to its causes and reliance on its protection, were fundamental influences on its citizens, and how large a part a wall played then in men's experiences.

"This," remarked the Crew, reading from a pamphlet, "is picturesquely and alliteratively called the 'City of Ruins and Roses.' The roses I see climbing over every wall, but of ruins there seems to be none visible as yet; unless, indeed," he added thoughtfully, "is it two years' gentlemen's garments, and especially the Mate's hat."

"The ruins," replied the Mate, removing his hat and regarding it affectionately, "consist mostly of five large churches, the pictures of which I have just seen and the originals of which we ought to see. According to the faithful Baedeker the best is down here, but we had better go round this other way, because we shall have great difficulty in getting the Skipper past that ship chandler again: he covets that foghorn. Come on."

The ship's Company lay in the sun on the 700-year-old roof of St. Nicholas' Church and thought of many things as they looked over the city and out to sea; the Skipper probably of charts and courses and of the eighty-odd miles of sea still to be traversed before Stockholm was reached, and the Crew, perhaps, of far Herefordshire.

The Mate looked up from Baedeker and tried—and found it not difficult, since so little was changed—to see the city as it was in the days of its splendor when the walls were new, and, as the old ballad said, "its women span with golden distaffs." It was no longer a white steamer entering the harbor far below from Stockholm, but a queerly rigged trading-galley of the Middle Ages, and its hold was full of the silks and spices of Asia.

It was surely a marvelous journey that they had come, those bales and cases, overland across Russia; a strange and romantic journey even in these present days of steam. They were surely men of great courage, those thirteenth-century Gothic captains and merchants of Visby, who with their allies of Lübeck and Riga established a factory at far-off Novgorod, piloted their small craft so far afield with only rough compasses and logs, brought their caravans in safety across the wastes of Siberia, and built those walls that stand in dignity today.

There would not have been so much room for gardens then, he reflected, if space was found within that little circle of wall for 20,000 people and sixteen churches, but probably the roses were much the same. Wasn't it Stevenson who said something about the exhilaration of looking down some great vista of road or track and wondering what cities and mountains and lakes it would pass before it reached its goal?

Surely the vista of that old track from Asia to that little harbor was the most impressive of all. Very much easier to imagine things from a height. Very little imagination needed here.

"Skipper," came the Crew's voice from very far away, "the Mate has gone to sleep again. What are we to do about it?"

B. T. J.

Notes From Rio de Janeiro

RIO DE JANEIRO
THE city of Rio de Janeiro, endowed as she is with a natural setting of unusual beauty, is quite at her best during the spring months which, in the Southern Hemisphere, are August to October. It is then that the trees and shrubs, which compose her subtropical vegetation, are in flower and that the bright sunshine is still tempered by refreshing breezes from the sea. No wonder that an increasing number of tourists from the north find their way each year to the Brazilian capital where several first-class modern hotels are now available for their accommodation.

This year the visitors have been unusually numerous and distinguished, for the thirteenth International Parliamentary Commercial Conference has been held in Rio at the invitation of the Brazilian Government, and delegates from all parts of the world have come here as the country's guests. Altogether forty-four parliaments were represented by over 400 delegates, many of whom were accompanied by their families. Whatever may be the practical outcome of the meeting which has just been held, it is safe to say that the delegates have spent a most interesting and enjoyable time and will leave this city with a warm recollection of Brazilian hospitality.

Under the impetus of the president, Dr. Washington Luiz, considerable attention has been devoted during the past twelve months to the construction of new motor roads. Two new interurban highways are now nearing completion, one linking Rio with the favorite summer resort of Petropolis at a distance of forty-four miles in the neighboring hills, and the other stretching all the way to São Paulo, Brazil's second largest city, which lies 303 miles from Rio. Both these highways have been carefully planned and executed and will undoubtedly fill a long-felt want for greater motor touring facilities.

Work is now well in hand on the construction of a giant statue of Jesus which is to be erected